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THE RESIGNATIONS CONSEQUENT UPON THE QUESTION OF THE BRITISH ARMY AND ULSTER: LIEUTENANT-GENERAL SIR JOHN SPENCER EWART (LEFT) AND FIELD-MARSHAL SIR JOHN FRENCH, WHO PERSIST IN THE DESIRE TO RESIGN.

Before the Prime Minister made the unexpected statement that he himself would assume the office of Secretary of State for War, for the time, at any rate, and would seek re-election, he said to the House: "I regret to say that Field-Marshal Sir John French and General Sir Spencer Ewart, after full consideration, have felt it their duty to persist in the desire to be relieved of their offices." Field-Marshal Sir John French, who is sixty-one, served four years as a naval cadet and

midshipman, and then, in 1874, entered the Army. He won his great and well-deserved reputation as a cavalry leader in the South African War, and has, of course, done much splendid work. He became Chief of the Imperial General Staff in 1911. Lieutenant-General Sir John Spencer Ewart is just fifty-three. He, too, has seen much active service; moreover, he is a born administrator. He became Adjutant-General to the Forces and Second Military Member of the Army Council in 1910.

PHOTOGRAPH OF SIR J. S. EWART BY MAULL AND FOX, LTD.; AND OF SIR J. FRENCH BY A. CORRETT.

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PARLIAMENT.

THE excitement aroused by the Ulster question and the

Army controversy has continued in the House of Commons, exasperating feeling, marring social relationships, and distracting attention from ordinary business; and, meantime, the House has been deprived of its leader by his undertaking of the duties of War Minister and the consequent vacation of his seat. The repudiation by the Cabinet of the written assurance given by the Army Council to General Gough with reference to the use of the forces in Ireland saved the Government from defeat at the hands of Radical and Labour Members, but it brought them grave dilemmas and embarrassments. Colonel Seely, who had, with the literary aid of Viscount Morley, drafted the assurance annulled by the Cabinet, tendered his resignation of the Office of Secretary of State. Although this was not at first accepted by the Prime Minister, his difficulties were increased by the resignation of Sir John French and Sir Spencer Ewart, who had initiated the famous document in the belief that they were acting in accordance with the directions of the Cabinet. Negotiations ensued with the object of enabling these officers to remain at the War Office, and a new Army Order concerning discipline, in which they concurred, was read to the House of Commons on the 28th by Mr. Asquith. On the 30th, however, the Prime Minister announced with great regret that they insisted on being relieved of their duties, Colonel Seely in turn had quitted office and now sat on a back bench, and Mr. Asquith gave the House as complete and startling a surprise as it ever received when he intimated his own assumption of the duties of Secretary of State for War. The intimation was greeted with demonstrations of delight by his political friends; and when he walked out of the House to seek re-election the Liberals (including his own colleagues) and the Nationalists stood up and cheered tremendously, and waved hats, handkerchiefs, and copies of the Orders of the Day. His exit, past the table and the Chair, was a personal triumph. It was followed by a debate, for the most part heated and acrimonious, on the recent Army incidents. Mr. F. E. Smith charged the Government with a plot to crush Ulster, held them responsible, on account of the questions addressed to officers, for the trouble at the Curragh, and tried to prove the complicity of the Cabinet as a whole with the action of the Army Council in relation to General Gough. Mr. Churchill, ridiculing the idea of a plot, insisted that the movements ordered were purely precautionary, and deliberately charged the leaders of the Unionist Party with the seduction of the Army. This charge excited the enthusiastic applause of the Radicals, but it was rebutted and laughed at by Unionists. At the same time, in the House of Lords Earl Roberts made an indignant protest against the "wild and slanderous charges" of disobedience in the Army, and said the man was not living who could seduce it to engage in a political conspiracy. Much attention was given in that House to the part which Viscount Morley had played in the preparation of the Gough document. He admitted that the repudiated paragraphs embodied the views of the Government, although the Cabinet did not sanction their inclusion in a memorandum to an officer. There was an expectation that Lord Morley might follow Colonel Seely into retirement, but, with an ingenious explanation, he informed the Peers on the 31st that this was not his intention. One of the most striking features of a series of memorable debates was the very fine speech in which Lord Methuen, with great feeling and power, vindicated the honour of the Army. On the 31st, Sir Edward Grey caused a calmer mood in the Commons by a pacific speech suggesting further "conversations."

THE PLAYHOUSES.

"THINGS WE'D LIKE TO KNOW," AT THE APOLLO.

MR. MONCKTON HOFFE has a knack of getting hold of ingenious ideas, but he is happier in conceiving them than in working them out. The freshness of his invention too often exhausts itself with the expository act. This weakness marred even the play which brought him fame, "The Little Damozel." It is still more apparent in his latest work, "Things We'd Like to Know." In suggesting an atmosphere of raffish Bohemianism he is always at his ease; at our very first meeting with his quartette of rogues who turn their attention from the Turf at which they have failed to the publishing business wherein they succeed, we recognise the appropriateness of their talk, types, and surroundings. Fantastic characters as they are, and wildly improbable as is the story of their imposition, they fit into each other neatly and amusingly. All the same, when once they have made their scoop, their *raison d'être* ceases automatically. The joke they devise of palming off the poems of one of their number as the effusions of their commonplace little girl-typist, and so getting the backing of a solemn young Peer who poses as a patron of the arts, is laughable enough till it is completed; but it has only body enough for a single act. With the capture of the greenhorn it is all over; and the sentimental sequel, though needed by Mr. Hoffe to provide Mr. Hawtrey with a full-length entertainment, is, strictly considered, irrelevant. It is also far from plausible. Dorothy Gedge gives away her confederates to the Peer when he proposes marriage, not from motives of honesty or shame or cunning, but just to spite, so she says, his suspicious old aunt. How she spites her it is difficult to understand. It sets her free, however, in the last act to throw herself into the arms of the real author of the poems, Dick Gilder, and to finish off the play with a novel love-scene, so that sentimentalists will not complain. Perhaps Miss Dorothy Minto makes the typist rather too much of a mix; she acts, nevertheless, with delightful vivacity and naturalness. Certainly, too, Mr. Hawtrey does not look like a poet, but it is quite enough that he should be his bland, insouciant, charming self. Mr. Vane-Tempest is the pompous Peer, and could not be bettered.

A NEW DEPARTURE: OUR LITERARY SUPPLEMENT.

WITH this Number we inaugurate a new departure in our paper, in the shape of a Literary Supplement, the first of a series which we propose to present to our readers month by month. We feel sure that the innovation will be a welcome one, both to readers and authors, and also to publishers, for although our "Literature" page has been a feature of the paper every week, and we have also given a list of books received, the space hitherto available has not been sufficient to notice as fully as we should have wished the enormous number of books that reach us for review. The new Supplement will enable us to deal on a suitable scale with all the chief productions of contemporary literature; and the reviews, written by expert critics, will form a trustworthy guide to readers who wish to make the best selection from the great mass of books that nowadays see the light. The classification of the reviews under the several headings of Fiction, Art, Travel, General Literature, and Memoirs and History will enable readers to turn at once to the kind of books that suit their taste. At the end is a list of books with shorter notices, similarly classified. Illustrations add to the attractions of the Supplement; and, in particular, it contains the first of a series of portraits of great writers—that of Mr. Henry James.

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EDUCATION AND ENGINEERING.

From Locke to Montessori.

In "From Locke to Montessori" (Harrap), Dr. Boyd sketches the theories and labours of educational pioneers of various European nations. It is interesting to observe how the leaders of thought in this particular field have for generations been groping after the principles which, in our own day have been systematised and put into operation by the famous Italian lady teacher. Yet more interesting is the author's careful examination—it might fairly be called "dissection"—of the Montessori theory and method. Dr. Boyd is critical but just; and he arrives at the conclusion that, in spite of certain defects, theoretical rather than practical, Dr. Montessori's system of fostering and developing the senses and instincts of children on natural lines has achieved a measure of success that justifies its increasing adoption among those responsible for the early education of childhood. The book well deserves the attention of teachers.

The Panama Canal.

Mr. Frederic Haskin's aim in "The Panama Canal" (Heinemann) is to describe the difficulties of the work, and expound in language to be understood of the layman the nature of the engineering feats accomplished. This, with the aid of numerous photographs and diagrams, he has done in a manner both lucid and interesting. The more we read of this great achievement, the more we are impressed by the administrative ability, ingenuity, and force of character displayed by the responsible officers. The strictly human aspect of the task, the wonderful organisation whereby an army of workers, white and black, were maintained in health and contentment, must always command the world's admiration. Mr. Haskin is very entertaining when he treats of the humours of the negro labourers, to whose muscles and docility so large a proportion of the success was due; the whole book proves a careful study of a many-sided undertaking, and affords a clear impression of its complexities.

Called a Political Farce: The Ulster Arms Case in Ireland.

THE HEARING OF THE ACTION BROUGHT BY BELFAST GUNSMITHS AGAINST A BELFAST COLLECTOR OF CUSTOMS:
THE SCENE IN COURT AT THE ASSIZES.

There was a sequel a few days ago to the Proclamation of last December prohibiting the further importation of arms into Ireland when there was heard at the Belfast Assizes, before Mr. Justice Boyd and a special jury, a case bearing upon the subject. The plaintiffs were gunsmiths of Belfast; the defendant was Mr. N. S. Coleman, Collector of Customs in Belfast. The plaintiffs claimed the return of eight packages containing

arms which they alleged were wrongfully seized, £50 damages for detention, and £250 damages for conversion. The packages were consigned to the plaintiffs from Hamburg, and were seized by the Customs officers. The Irish Attorney-General, representing the defendant, called the case a political farce. The jury found for the plaintiffs, and awarded £92 5s. 7d.

The Dispersal of Treasures from a Bank's Cellar: The Ashburnham Sale.

DURING ONE OF THE MOST INTERESTING AUCTIONS OF RECENT TIMES: THE SCENE IN MESSRS. CHRISTIE'S DURING THE SALE
OF THE FAMOUS ASHBURNHAM SILVER.

The sale of the fine English and foreign silver of the sixteenth, seventeenth, and eighteenth centuries, the property of Bertram, fifth Earl of Ashburnham, aroused the greatest interest at Messrs. Christie's. The much-paragraphed Henry VII. standing salt and cover fetched £5600. A plain toilet-service in silver-gilt, made for a London Sheriff's wife, in 1719, by Benjamin Pyne, and consisting of twenty-six pieces, was sold

for £6100. A pair of octagon wine-coolers, weighing 245-odd ounces and sold at 17s. an ounce in 1842, fetched £3684. A wine-cistern of 1720, and weighing 667 ounces, was knocked down for £1934 6s. The dish attributed to Benvenuto Cellini realised only 1600 guineas. The total obtained was £40,294, twenty times the valuation of the silver when it was stored away, over thirty years ago, in the cellar of a bank.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



By G. K. CHESTERTON.

IF I were a magistrate—well, I suppose I should resign. That is the only quite practical course I can conceive of if I were a magistrate. But if, by some frantic fixity in the circumstances, if “forced by fate and haughty Juno’s unrelenting hate,” I were a magistrate, I should try to teach my fellow-magistrates a little common-sense. At present, I think, they make what is, perhaps, the biggest human blunder that can be made—they manage to be dignified and undignified at the same time. I do not blame a Judge for assuming a black cap when it is part of the terrible task he has to perform in the law court. I do not blame a Judge for assuming a black face, if it is part of some joke he is having with his own friends at a fancy-dress ball. But if he sat on the Bench and wore the black cap and the black face together, I should venture to call it indecent. I would always be in favour of treating courts of justice with respect; it seems to me, as a friend of public freedom, the only ground on which we can expect them to be respectable. If they are courts of justice, we ought to accept their solution within the limits of sanity. And if they are not courts of justice, we ought not to accept it at all. As things are, I should say that the people who most frequently forget the very existence of a court of justice are the Justices. A prolix and not necessarily unpleasant old gentleman often talks in the judgment seat as if he were talking in his own smoking-room arm-chair. I think it is the Judges who generally indulge in contempt of court.

It sometimes does people good to punish them. It often, probably more often, does them good to pardon them. It more often does them good to understand them, and so absolve them with a serious spiritual authority. I can imagine occasions when it might do people good to shoot them—or, at any rate, when it would do me good to shoot them. But whoever heard of anyone doing people any good by lecturing them? Kill the sinner, or kiss the sinner, or curse him with the curse of Judas, or crown him with the halo of Magdalen, but do not imagine that a sort of weak pomposity will make him feel inferior to you. The art of rhetoric is one which I specially enjoy, though I scarcely think our modern magistrates shine in it. But, even if they did, the prisoner in the dock would still have the advantage. For he is the highest of the arts: he is the tragedy. The magistrate is a bad lecturer, and ought to be restricted from giving lectures for a perfectly practical reason—that he is not lecturing on his own subject. The subject is the other man—the man in the dock. And the other man knows very much more about it.

I will take a case in a sense against myself. I mean the case of the Suffragettes, to whom magistrates so persistently preach sermons. A sermon is no good in such cases. What is wanted is a curse or an absolution. I recur to the mad imagination of myself as a magistrate. If one of the ordinary hot-headed and hazy-minded schoolgirls who appear fiercer and fiercer (but fewer and fewer), came before my court, I should instantly adopt one of two definite courses. That is, I should say one of two things; and I should say nothing between the two. I should either say something like this: “The court

is busy to-day, and your opinions have nothing to do with plate-glass. I am the magistrate of this court, and you are a convicted prisoner. The officers will take you away.” But if I did not say that, if I were tempted to say one word more than that, I should say something like this: “My dear girl, I do not misunderstand. I know a cause is a glorious thing; I know in youth especially it is as glorious as a love affair. I know there is a fair case for your cause, as for many others I pursued myself when I was young. But I also know that men and women may waste their youth over causes which they find in a few

proving anything else. You are proving that (which no man born of woman could ever doubt), and you are, if anything, disproving all the other things you want to prove. You are, if anything, disproving that women are citizens, or can be candidates for political authority. I am not maintaining that—but I say that you are. I know you are serious; I have tried to be serious and sympathetic also; and I ask you to do what you would do for any private friend—I ask you to go away and think it over.” I would say that, or I would have her carried out of the room by a policeman. I would do nothing between the two.



Photo. Rot.

THE GREAT POET OF PROVENCE AND RESTORER OF THE PROVENÇAL LANGUAGE:
THE LATE FRÉDÉRIC MISTRAL.

Frédéric Mistral, the great Provençal poet, died on March 25 at Maillane, the little village near Marseilles where he was born on September 8, 1830, and where practically all his life was spent. Mistral's poetry was the chief literary expression of the movement for the revival of the Provençal language, for which purpose the Society known as the Félibrige was founded by him and six other poets, including J. Roumanille and A. Mathieu, in 1854. Mistral's first great poem, “Miréio,” appeared in 1859. It was crowned by the Academy and was adapted by Gounod for his opera “Mireille.” Another Provençal epic, “Calendau,” appeared in 1866, and in 1875 Mistral published his shorter poems, “Lis Isclo d’Or” (the Golden Islands), “Nerto,” also crowned, appeared in 1884, “Lou Poutmo d’ou Rose” in 1897, and in 1906 “Mes Origines,” a volume of reminiscences. Mistral also compiled a Provençal dictionary, “Lou Tresor d’ou Félibrige.” In 1904 he was awarded part of the Nobel Prize for Literature, and with it founded a Provençal Museum at Arles. He lived a patriarchal life among his own people, and seldom visited Paris, but received much honour when he did so. In 1876 he married Mlle. Marie Rivière, of Dijon.

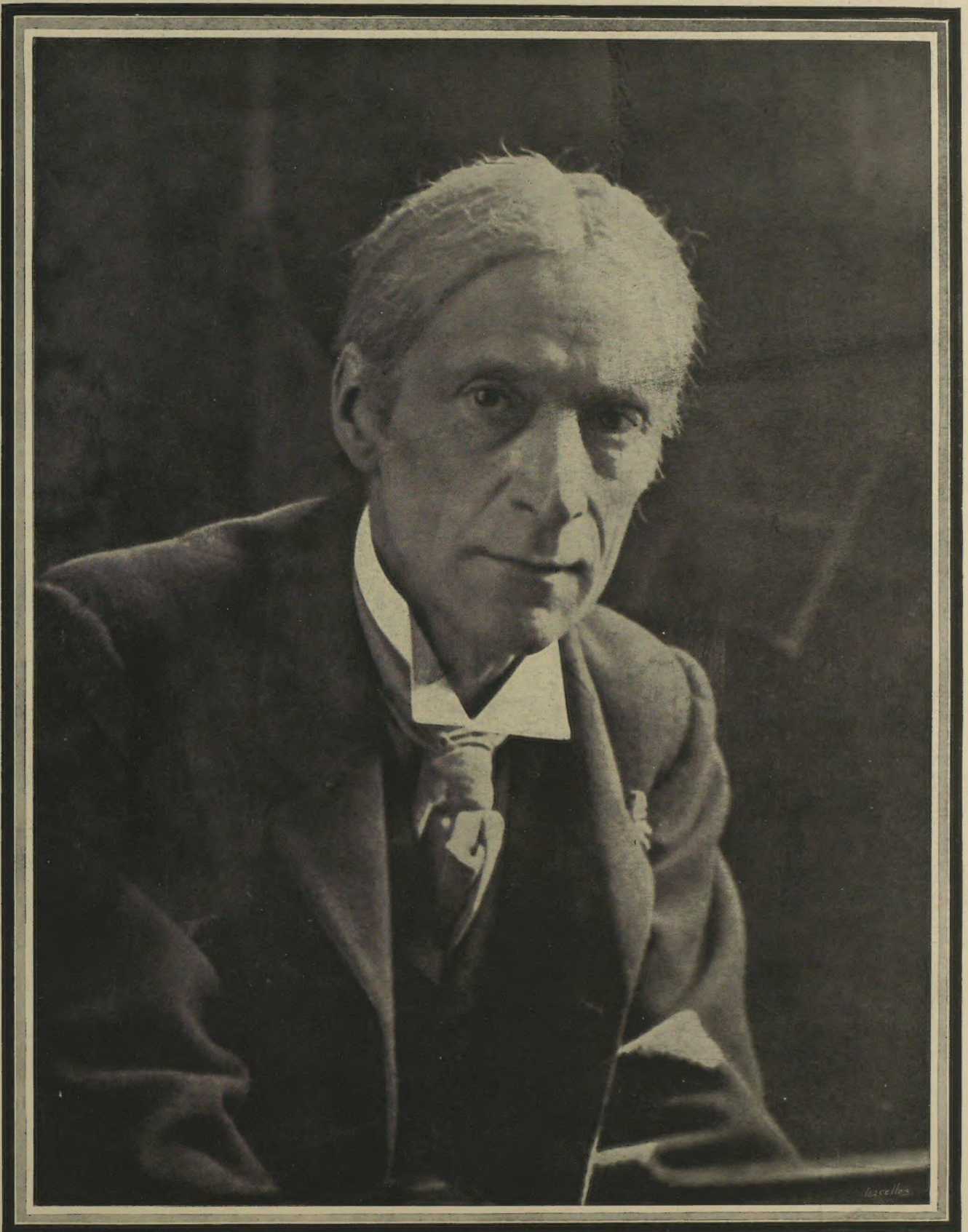
years are not to be reconciled to the realities of life. And you may find something yet more horrible: that the cause was right after all, but that you have ruined it. I think you have nearly ruined it. For this reason—that you have made the one huge mistake of boring your audience. You are proving and proving and proving again something that no one in his wits ever doubted—the courage of women. The bodily existence of us all in this room proves that, I should think. Why drag in Velasquez? You are proving that, and you are not advancing an inch in

For there are only two things in human politics; and they are Power and Persuasion. The proof of a practical politician is that he knows which is which. You convict a man—or else you convince him. You convince him of sin—or you convict him of crime. But no good has been done from the foundations of the world by men merely nagging at men—and still less by men nagging at women. And I think either of the two speeches I have suggested above would be an improvement on the average magistrate's speech to a Suffragette. A magistrate is a magistrate; and therefore it is his duty to punish. A magistrate is a man; and therefore it is his duty to pardon. I can understand either principle predominating; but I cannot understand how the magistrate imagines that his prisoner could be moved one way or the other by his swollen-headed and weak-minded solemnity. “These women seem to have no sense of the responsibility they incur by breaking large quantities of valuable plate-glass and causing a considerable disturbance, as well as wow, wow, wow, etc., etc., etc.” I am really not surprised that, after a great deal of this, even a refined lady of the middle classes may find herself putting her tongue out or trying to dance in the dock. If she were quite sincere, she would admit that she was by no means clear in her own mind about her objects, but at least her mind was clearer than the magistrate's. And she would be right. There is no reason why that sort of magisterial speech should do any good either way. There is nothing in that speech that could punish a criminal. There is nothing in that speech that could soften a sinner. The person listening to such “rebukes from the Bench” cannot be expected to see anything except someone slightly inferior who is pretending to be superior. The real dignity of the Judge's position can only be that he is supported by right reason, and by human society. In other words, his real dignity (which I do not envy him) consists in the fact that, as was said in the old joke, when he says “You be hanged!” you are hanged. If ever I had to say such a thing, which God avert, I would certainly say nothing else. To sit and play monotonous variations on the theme of “You be blowed” is itself nothing but wind. I know there are many magistrates to whom this does not apply; but I do seriously think the past crisis of the Suffragettes has been monstrously mishandled. One side is in the most humiliating condition in which the conqueror can find himself. It has profited only by the accidents of the enemy. Not one of the rules or raids against the Suffragettes has contributed in the least to their failure. Their failure is their own.

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A MOST VERSATILE ACADEMICIAN: A FAMOUS VICTORIAN PAINTER.

PHOTOGRAPH BY ERNEST H. MILLS.



THE LATE PROFESSOR SIR HUBERT VON HERKOMER, KT., C.V.O., R.A., WHO DIED ON THE EVENING OF TUESDAY, MARCH 31, 1914.

Sir Hubert von Herkomer, who died at Budleigh Salterton, Devon, on the evening of Tuesday, March 31, was born, on May 26, 1849, at Waal, near Landsberg-am-Lech, in Bavaria, son of Lorenz Herkomer, master joiner, and his wife, born Josephine Niggel, an aunt of Marie and Mathilde Wurm, and herself a gifted musician. When the child Herkomer was two, his parents emigrated to the United States, only to return to Europe six years later and to settle in Southampton. At fifteen or sixteen, young Herkomer was in lodgings in Wandsworth Road, attending South Kensington classes. At nineteen he was making a bare living, working for illustrated papers and doing stencilling at South Kensington. Some few years afterwards, a drawing at the Dudley

Gallery caused a great deal of interest, and this was afterwards developed into the famous "Chelsea Pensioners," which, by the way, was sold then for £40, and in 1909 for over £3000. Herkomer's first Royal Academy picture, "After the Toil of the Day," was hung on the line in 1873. This started the painter's career in earnest. His later work, his portraits, his landscapes, and his subject-pictures are well known, and he will be remembered also by his school of art at Bushey and as Slade Professor at Oxford. Further he wrote, worked in metal and in enamel, played, composed music, wrote plays and acted in them, and, latterly, arranged and produced cinematograph films. He became an A.R.A. in 1879 and an R.A. in 1890.

ANOTHER DRAMATIC MONDAY IN THE HOUSE: THE PRIME MINISTER AND THE BRITISH ARMY AND ULSTER DIFFICULTIES.

DRAWN BY OUR SPECIAL

ARTIST, S. BEGG.



AFTER HE HAD SAID THAT HE FELT IT HIS DUTY, FOR THE TIME AT ANY RATE, TO ASSUME
SPEAKER'S CHAIR, AMIDST A GREAT OVATION

There was another dramatic Monday in the House of Commons on March 30, when Mr. Asquith, the Prime Minister, made a statement in the course of which he said: "I regret to say that Field-Marshal Sir John French and General Sir Spencer Ewart, after full consideration, have felt it their duty to persist in the desire to be relieved of their offices. . . . My Right Honourable friend, the Secretary for War, to my infinite regret, has informed me that he thinks it right to take the same course. . . . In the circumstances, after much consideration, and with not a little reluctance, I have felt it my duty, for the time at any rate, to assume the office of Secretary of State for War. His Majesty has been graciously pleased to

THE OFFICE OF SECRETARY OF STATE FOR WAR: MR. ASQUITH PASSING OUT BEHIND THE
FROM THE LIBERALS AND THE NATIONALISTS.

intimate his approval. I shall, therefore, as I am advised in accordance with law, retire from the House until, if it pleases them, my constituents sanction my return." Soon afterwards Mr. Asquith passed out behind the Speaker's chair, amidst a great ovation from the Liberals and the Nationalists, but without demonstrations on the part of the Labour Members. On the Tuesday, the Prime Minister took the oath of office and kissed hands upon his new appointment, and received the seals of the office of Secretary of State for War from the King. Mr. Asquith made his first visit to the War Office as its new head on March 31, and remained there some three hours.

PORTRAITS & PERSONAL NOTES.

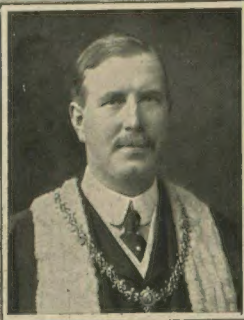


Photo. Lafayette, Dublin.
COUNCILLOR CRAWFORD McCULLAGH, J.P.,
Who was recently nominated as the new
Lord Mayor of Belfast.



to forbid further building, digging, or plantations on the battlefield. The present Duke of Wellington is the fourth holder

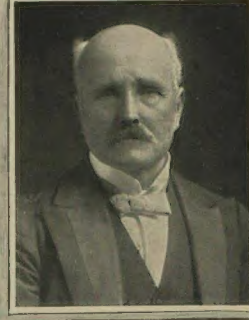


Photo. Elliott and Fry.
THE LATE MR. R. J. McMORDIE, M.P.,
Lord Mayor of Belfast, who held that
office five times.

Colonial work. In 1878 he became Assistant Colonial Secretary and Treasurer of Sierra Leone. In

1881 he was Chief Secretary and Chief of Staff to Sir Samuel Rowe in Ashanti, and was afterwards appointed Colonial Secretary of the Gold Coast and of Lagos. He then held the same office first in the Leeward Islands for seven years, and then in Jamaica for five years, after which he served for a year as Senior Clerk in the Colonial Office. He went to Gibraltar in 1901.

At this time of crisis Belfast has felt deeply the loss of its popular Lord Mayor, the late Mr. R. J. McMordie, who was holding the office for the fifth time. It was from a sense of public duty that he recently hurried home from the South of France in order not to be absent from his post. Since 1910, when he was returned unopposed, he had represented East Belfast, the largest of the Irish constituencies, in Parliament as a Conservative. By profession he had been a solicitor, and was for many years in practice in Belfast with his brother, retiring in 1899.

To fill the vacancy on the London Bench caused by the retirement of Mr. Ernest Baggallay, the King has appointed Mr. H. W. W. Wilberforce to be a Metropolitan Police Magistrate. Mr. Wilberforce, who is just fifty, has since 1908 been stipendiary magistrate at Bradford. In 1900 he contested North Hackney at the General Election.

Signor Tito Mattei, the well-known Italian composer, who had lived in England for over fifty years, died at his home in Maida Vale on March 30. He was born at Campobasso, near Naples, in 1839, and developed musical talent at a very early age. He was only nine when he gave his first concert in Naples, and at it he played his first composition—a waltz which became a popular piano piece. In 1853 he visited this country, and gave his first concert in England, at Willis's Rooms, an event whose sixtieth anniversary he celebrated last year by giving a diamond jubilee concert in London. Signor Mattei composed hundreds of songs and piano pieces, among the best-known of the former being "Dear Heart."



Photo. Scott, Bradford.
MR. H. W. W. WILBERFORCE,
Who has been Appointed a Metropolitan
Police Magistrate.

of the title, and is a grandson of the victor of Waterloo.

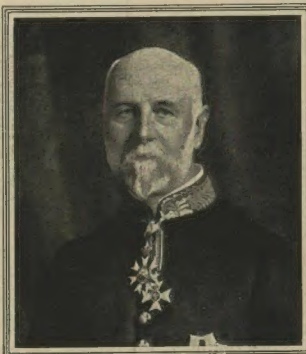


Photo. Elliott and Fry.
SIR FREDERICK EVANS, K.C.V.O., K.C.M.G.,
Colonial Secretary at Gibraltar, who is Retiring.

Sir Frederick Evans, Colonial Secretary of Gibraltar, whose retirement from public service was recently announced, has had a large experience of



Photo. Swaine.
THE DUKE OF WELLINGTON,
President of the Committee for the Preservation of the Battlefield of Waterloo.

In view of the fact that the centenary of the Battle of Waterloo will fall next year, the Duke of Wellington recently called a meeting at Apsley House to discuss the raising of a fund for the preservation of the battlefield, which has recently been threatened with building schemes. A strong committee has been formed, with the Duke as President and joint-treasurer with Lord Roberts, and an appeal has been issued for at least £10,000, while it is hoped to raise a much larger sum. The money is to be applied to compensate the landowners for the loss of their building rights, and also to build a simple resting-place for the bones of soldiers killed in the great battle, which are constantly being unearthed by the plough. The Belgian Government has helped the scheme by passing a Bill



Photo. E. H. Mills.
THE LATE SIGNOR TITO MATTEI,
The famous Italian Composer, who had
lived in London for many years.



THE HOUSE-PARTY AT KNOWSLEY DURING THEIR MAJESTIES' RECENT VISIT TO THE EARL AND COUNTESS OF DERBY.

From left to right) sitting: Lady Eva Dugdale, Lady Isobel Gathorne-Hardy, the Countess of Derby, the Queen, Lady Wolverton, and Mrs. Sassoon. Standing: Captain M. H. Milner, Lord Herbert Vane-Tempest, Colonel Holzing, the King, the Earl of Derby, Lady Victoria Stanley, the Hon. Arthur Stanley, M.P., Lord Stanley, and Major Clive Wigram.

Photo. Brown, Barnes, and Bell.

TURNIPS AS FLAGS: "WAR" NEWS IN ANTI-HOME-RULE ULSTER.

DRAWN BY S. BEGG, OUR SPECIAL ARTIST IN IRELAND.

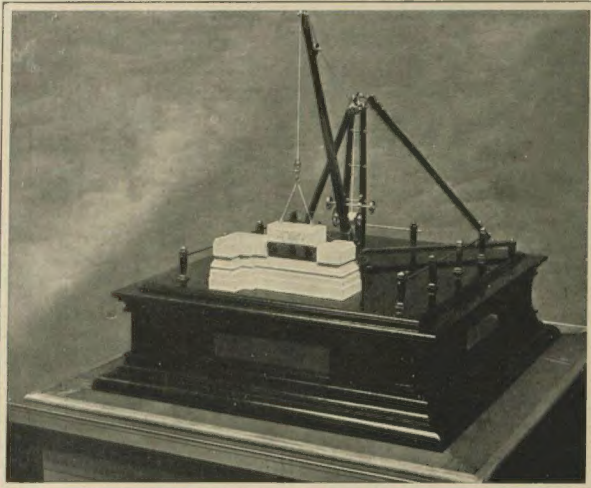


"SPEAKING" TO A MATE TWO OR THREE FIELDS AWAY, AND USING TURNIPS INSTEAD OF FLAGS: A FARM-LABOURER OF THE ULSTER VOLUNTEER FORCE PRACTISING SEMAPHORE SIGNALLING.

Describing his drawing, Mr. Begg writes: "Farm-labourers in Ulster who are also members of the Ulster Volunteer Force have picked up training generally, and signalling in particular with remarkable speed. It is not an unusual thing to see one of the younger men communicating with a friend two or three fields away by signals. He

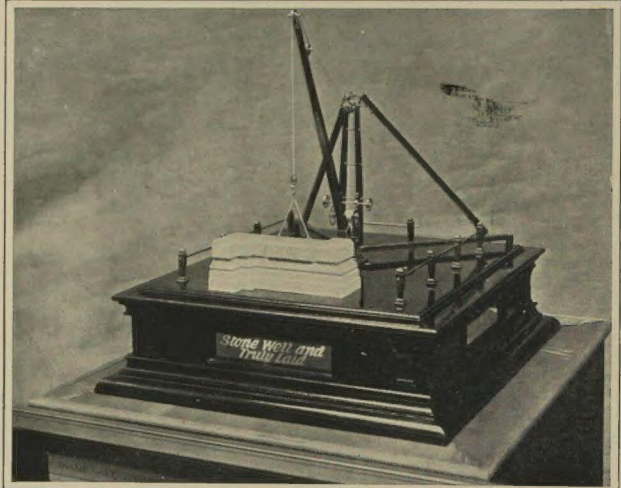
will use as 'flags' branches of a tree, a couple of turnips, or anything else that happens to be handy. Sometimes, of course, this is done merely for fun or practice; but real use is also frequently made of it." Before returning to London from Belfast on the 28th, Sir Edward Carson said that preparations in Ulster would go steadily forward.

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



BEFORE THE STONE WAS WELL AND TRULY LAID: THE MODEL CRANE AT PORT SUNLIGHT WITH THE MODEL STONE IT LOWERED INTO POSITION AS THE ACTUAL FOUNDATION-STONE WAS LAID THREE-QUARTERS OF A MILE AWAY.

During his visit to Port Sunlight, the King, as we note elsewhere, laid the foundation-stone of the Art Gallery which is to be built as a memorial to the late Lady Lever. His Majesty performed this gracious task by pressing an electric button; whereupon there were well and truly laid not



AFTER THE STONE WAS WELL AND TRULY LAID: THE MODEL CRANE AT PORT SUNLIGHT WITH THE MODEL STONE LOWERED INTO POSITION AS THE ACTUAL FOUNDATION-STONE WAS LAID THREE-QUARTERS OF A MILE AWAY.

only the miniature stone shown on the model illustrated above, but the actual foundation-stone some three-quarters of a mile away. As the tiny stone came to rest, electric lights flashed out in the base of the model and illuminated the words: "Stone well and truly laid."



A CYCLING FIRE BRIGADE: LOWERING A MAN BY MEANS OF A LIFE-LINE.

Our photographs illustrate cycling firemen of the English Gas Company, at Mariendorf, near Berlin. It will be noted that the men are very expert and that, for example, their Red Cross corps has a very speedy way of removing the injured to hospital. They are here seen at practice.

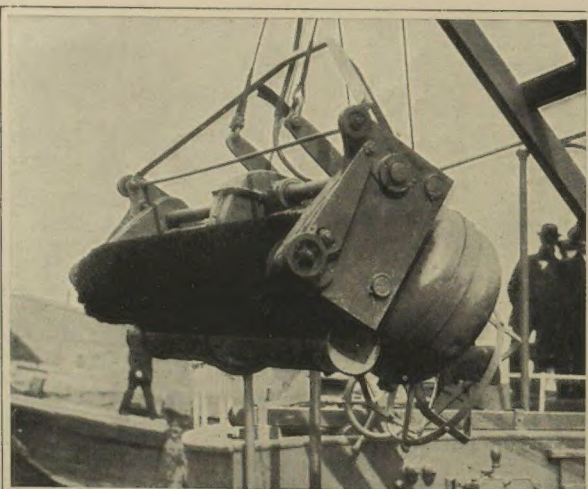


THE RED CROSS CORPS OF THE CYCLIST FIREMEN: CARRYING AN INJURED MAN ON AN AMBULANCE BETWEEN TWO MACHINES.



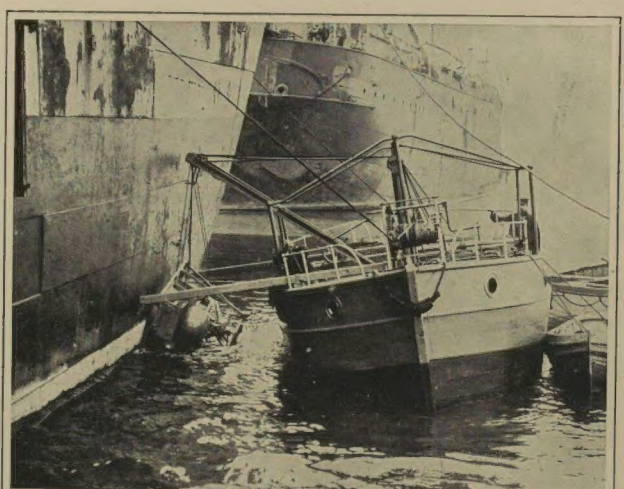
WEARING HIS SMOKE-HELMET: A CYCLING FIREMAN OFF TO A FIRE.

Photo, Saville.



BRUSHING EXTRA SPEED INTO SHIPS: A CURIOUSLY INTERESTING DEVICE FOR CLEANING THE HULLS OF VESSELS IN THE WATER.

Representatives of the British Navy and of other Navies watched a demonstration the other day, in the West India Dock, of a new appliance for cleaning the hulls of ships while the vessels in question are in the water, and so avoiding dry-docking. It is claimed that the device will be



BRUSHING EXTRA SPEED INTO SHIPS: THE CLEANING APPARATUS AT WORK ON A VESSEL'S HULL, IN THE WEST INDIA DOCK.

of particular service when war-ships are engaged on long voyages, and will enable them to keep those clean hulls which mean maximum speed, even when there are no facilities for dry-docking. The appliance is introduced by the Submarine Motor-Ship Cleaner Company.

Photo, L.N.A.

Photo, News Illus.

FROM THE WORLD'S SCRAP-BOOK.



Photo. Sternbach.

CONGRATULATIONS BY FLYING-MACHINE: THE ARRIVAL OF MILITARY AIRMEN AT BRUNSWICK AFTER THE BIRTH OF A SON TO THE KAISER'S ONLY DAUGHTER.

The first of these two illustrations deals with the birth of a son to the Duchess of Brunswick, only daughter of the German Emperor. The new Heir to the Throne of Brunswick is the first Guelph Prince born in Brunswick for nearly one hundred years. The military airmen brought congratulations from the nine crack regiments of the Prussian Army.—The second photograph shows a method of transporting

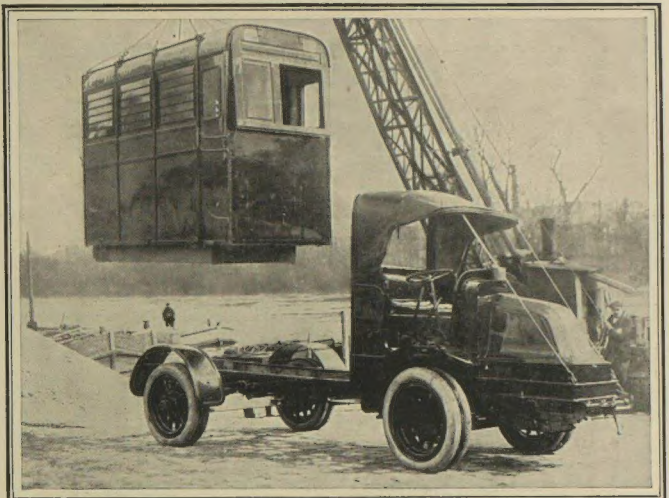


Photo. Topical.

AN INGENIOUS METHOD OF TRANSPORTING RACE-HORSES: THE ANIMAL'S TRAVELLING-BOX BEING LOWERED INTO ITS POSITION ON THE MOTOR-CAR.

race-horses adopted by that famous French racing-man, M. Edmond Blanc. The travelling-box containing the horse is carried on the roads on a special car, and is lifted bodily aboard ship when the Channel has to be crossed. It is met by a similar car. So the racer is taken to its destination with the minimum of trouble and risk.

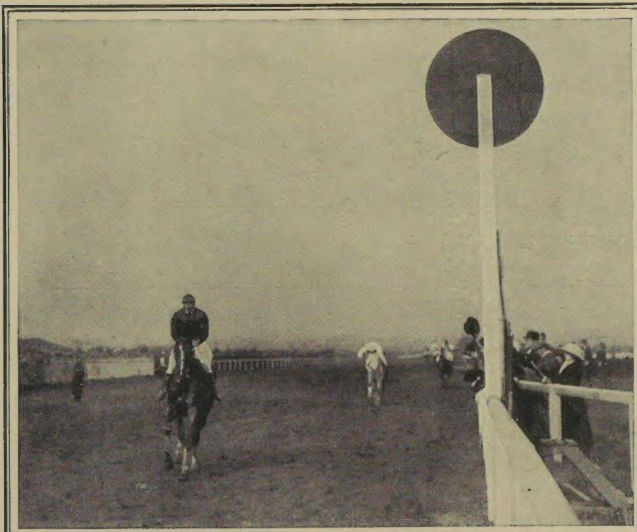


Photo. Illus. Bureau.

A HORSE ONCE IN THE MARKET FOR £50: MR. T. TYLER'S SUNLOCH WINNING THE GRAND NATIONAL.

There was a surprise in the Grand National when Sunloch came first past the post, beating Trianon III. by eight lengths and Lutteur III. by sixteen lengths. The betting was 100 to 6. Sunloch has had a remarkable career. He was once sold for £200, and was returned as a "whistler"; that is, as touched in the wind. He has been in the market for as little as £50.



Photo. Topical.

MOBBED IN THE PADDOCK AFTER THE RACE: SUNLOCH AFTER IT HAD WON THE GRAND NATIONAL BY EIGHT LENGTHS.



Photo. by Photostat.

THE NEW GOVERNOR OF THE STATE OF VICTORIA: THE HON. SIR ARTHUR STANLEY TAKING LEAVE OF THE MAYOR OF ST. KILDA ON HIS ARRIVAL IN AUSTRALIA.

The new Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia is seen in our photograph on his arrival in Australia to take up his duties. His wife and himself are shown taking leave of the Mayor of St. Kilda, the place at which they landed, before driving to the State Parliament House in Melbourne. Before he left this country the new Governor was knighted by the King and invested with the insignia of a Knight Commander of the Most Distinguished Order of



Photo. C.N.

PREPARING THE KING'S MAUNDY FOR THE THURSDAY IN HOLY WEEK: GETTING READY THE PURSES OF SMALL SILVER COINS FOR DISTRIBUTION.

St. Michael and St. George.—The Maundy money is the Sovereign's bounty which is distributed on Thursday in Holy Week in the shape of silver penny-pieces, twopenny-pieces, threepenny-pieces, and fourpenny-pieces. The King's Maundy used to be distributed, in the Chapel Royal, Whitehall, by the Lord High Almoner. It is now given in Westminster Abbey, during a special service. The recipients are chosen from London charities.

THE OXFORD AND CAMBRIDGE BOAT-RACE: WINNERS; LOSERS; AND CROWD.

PHOTOGRAPHS BY ALFIERI, L.N.A., C.N., AND G.P.U.



THE VICTORS HELPING THE VANQUISHED: CAMBRIDGE ASSISTING OXFORD TO BRING IN THEIR BOAT AFTER THE RACE.



WATCHING THE CRAFT IN CASE OF ANY ATTEMPTED OUTRAGE: POLICE ON GUARD OVER THE BOAT-HOUSE.



FRESH AFTER THE FINISH: CAMBRIDGE AT THE END OF THE RACE.



ROWED OUT AFTER THE FINISH: OXFORD AT THE END OF THE RACE.



PROOF OF THE EVER-GREEN PUBLIC INTEREST IN THE EVENT: CROWDS ON THE MALL, HAMMERSMITH, AND ON BARGES.



THE ACCIDENT AT THE BOAT-RACE: THE COLLAPSED STAGING ON THE BARGE.

It cannot be said with any truth that the Oxford and Cambridge Boat-Race of 1914 will go down in the history of such matters as an exciting event. Indeed, the spectators, who were present in exceptional numbers, voted the contest very disappointing. The crews were level for only about a minute and then Cambridge went steadily ahead, increasing their lead all the way to the finish, and winning by $4\frac{1}{2}$ lengths in 20 min.

23 sec. At the end of the race, the winners were fresh; but Oxford were rowed out. An unfortunate accident occurred during the race. A staging on a barge moored on the Middlesex side of the river, opposite Hammersmith Vicarage, collapsed, with the result that most of the 150 people on the stand fell into the barge. Fortunately, only five of the injured needed treatment, and only three were detained at the West London Hospital.

IN A SNOW STORM: THE HEIR TO THE THRONE AS SKI-RUNNER.

AFTER A PHOTOGRAPH BY RECORD PRESS.



THE PRINCE OF WALES ON SKI: HIS ROYAL HIGHNESS ON A VISIT TO NORWAY—AND HOODED AGAINST THE WEATHER.

As most of our readers must be aware, the Prince of Wales is on a visit to Norway, a private visit which is regarded, nevertheless, not only as a proof of his Royal Highness's near relationship to the Norwegian Royal House, but of the friendship between the peoples of Norway and this country. The Prince is seeing a good deal of winter sports. For example, he attended the recent ski-race at Frognersaeter, accompanied by

the King and Queen of Norway and the Crown Prince Olav, all on skis. He has also been on at least one ski-running expedition of some miles, under the same guidance. At the moment of writing, it is announced that he has gone to Finse, the well-known Norwegian tourist and ski-resort, which, by the way, has just added to its numerous attractions a fine rink for indoor ice-skating.



ART NOTES.

THE English jewellery at the London Museum and the Ashburnham silver at Christie's have set an extravagant fashion, at any rate in sight-seeing. For the last fortnight London,

interested at certain other seasons in posters, or wool-work, or silhouettes, or soapstone, or the Futurist's "wood blocks" made of linoleum, has cultivated a taste for the gold and enamel stock of an Elizabethan jeweller, and for such things as the Ashburnham standing "salt" and the dish ascribed to Benvenuto Cellini. The London Museum has taken the town's fancy; it is always crowded, if for no better reason than that the house itself is good to see, and that the carpets that invite one's dusty and deprecating soles were lately trodden by Royalty and the Duchess. It is clear that something besides the direct

attraction of the things exhibited is drawing the crowd. Stafford House is next door to St. James's Palace; it is in a region more seductive than South Kensington or Bloomsbury, and the connoisseur already inhabits it in his thousands.

It was in St. James's Street, after a visit to the new Museum, that the dish of gilded silver caught my eye. Whatever its history may be, and whoever its maker, it is easily recognised. Even to the chance eye of one who had not seen it in the sale-room it flashes its importance, its value, its rarity. The workmanship is incredibly skilful; and Mr. Amor must be thanked for breaking through the reserve that usually denies to the shop-windows the chief treasures of an art-dealer's stock. But London, as I say, has had a fortnight of extravagance. It was only when I turned from St. James's Street into Piccadilly and encountered a whole string of covered vans laden with pictures for the Royal Academy that I realised that Cellini himself will be forgotten on the first Monday in May.

The first Monday in May comes more stealthily each year, and Show Sunday is growing to be the least ostentatious of days. Instead of a parade of the studios, a single visit to some portrait-painter's private view is now the rule. Personal reasons bring many motors to the doors of an artist whose sitters are of consequence, but the old eager pilgrimage from St. John's Wood to Chelsea and back again is forgotten. One of the portraits that might have made Show Sunday interesting had had its private view a month or two previously. Mr. Sargent's "Henry James" will, however, have to bear a full share of the burdens of the year. No other canvas promises to do so much to relieve the tedium of the line. It is said, by the way, that a portrait of a Cabinet Minister and his lady has been withdrawn at the last moment on the pretext that it would be impossible to secure it against the danger of attack.

Five of the water-colours ascribed to John Sell Cotman in the first exhibition held by Messrs. Palmer in the King Street galleries lately vacated by Messrs. Shepherd are of admirable quality. Cotman at his

best—the Cotman of oyster-greys, sea-greens, champagne-coloured masonry, and transparent shadows—is supreme. The drawing of Richmond Bridge, a mass of light stone below a great bank of midsummer foliage, is an example of Cotman at his best. The trees are almost black in the fulness of their green; the bridge is pale in a dazzle of dry heat and dust. It is an extreme contrast expressed with Cotman's customary mildness and sweetness of touch. The deep shadows of "St. Andrew's Hall, Norwich," and the gentle radiance of its lights, are full of a quietude since lost to English painting. A dark Girtin, "View of Great Marlow," and two examples of J. R. Cozens are also noteworthy.

Cozens's "A Castle in the Hills, Italy," is a highly characteristic example.

The Pencil Society is holding an exhibition at Mr. Paterson's gallery in Bond Street. Sir Charles Holroyd shows that the constant companionship of



BOUGHT FOR THE NATION: A LATE FIFTEENTH-CENTURY LIMWOOD FIGURE OF ST. GEORGE.

This addition to the treasures of the Victoria and Albert Museum was bought from the funds of the Murray Bequest and was formerly exhibited on loan. It is South German work.



BOUGHT FOR THE NATION: A WALRUS-IVORY TAU, OR HEAD OF A CROSS-STAFF A SERAPH BETWEEN DRAGONS.

This ivory tau was unearthed in Water Lane, in the City of London, some twenty years ago. The only other ivory tau which can safely be claimed as being a specimen of English workmanship was given to the British Museum in 1903.



BOUGHT FOR THE NATION: A WALRUS-IVORY TAU, OR HEAD OF A CROSS-STAFF—THE AGNUS DEI BETWEEN ANGELS.

This tau, an addition to the Victoria and Albert Museum, is an important example of English Romanesque art, and probably dates from the early twelfth century. The curved ends have been broken away. The other side of it is shown below.

the great Masters is not sufficient to bully a man out of the exercise of his own minor talent. The most interesting of his heads is the "Dr. Frizoni"; the drawing after Botticelli is a very stiff translation out of the Italian—a prose, or pencil, version of a thing much better left in the more lyrical original. Mr. Vernon Hill's drawings are curious, but Mr. George Sheringham is the only exhibitor definitely bent on trying the full possibilities of the pencil. E. M.



BOUGHT FOR THE NATION: A LATE FOURTEENTH-CENTURY MARBLE STATUETTE OF A PROPHET.

This was also bought for the Victoria and Albert Museum from the funds of the Murray Bequest. It probably belongs to a series of similar figures, made for the high altar of Cologne Cathedral.

INAUGURATION BY ELECTRICITY: THE NEW ROYAL METHOD OF "OPENING."

PHOTOGRAPHS NOS. 1, 2, AND 3 BY C.N.; NO. 4 BY FARRINGTON PHOTO



1. ELECTRICALLY "LAYING" THE FOUNDATION-STONE OF THE NEW TOWN HALL AT WALLASEY: THE KING PRESSES A BUTTON ABOUT A MILE FROM THE SITE.
2. ELECTRICALLY "OPENING" THE NEW WINGS OF CHESTER INFIRMARY: THE KING PULLS A SWITCH IN THE MARKET SQUARE.

The visit of the King and Queen to Cheshire afforded several interesting examples of the new method of performing opening ceremonies by means of electricity at a distance from the actual building or enclosure being "opened." The system has, of course, been used over much greater distances, both by the King and by President Wilson. In Cheshire it was probably adopted owing to the limited time at their Majesties' disposal.

3. ELECTRICALLY "OPENING" A NEW PUBLIC PARK AT BIRKENHEAD: THE KING PRESSES A BUTTON IN THE MAIN SQUARE OF THE TOWN.
4. THE KING AND QUEEN AT CHESTER: THE SCENE IN THE MARKET SQUARE ON THEIR MAJESTIES' ARRIVAL.

The foundation-stone of the new Town Hall at Wallasey, which weighed three-quarters of a ton, dropped into its place without a hitch when the King set the current in motion. Besides the ceremonies shown in our photographs, his Majesty also laid the foundation-stone of the new Lady Lever Memorial at Port Sunlight in a similar manner. The new wings at Chester Infirmary were the gift of Mr. Albert Wood, and are named after him.

ROYALTY IN A GREAT SOAP-WORKS: THE KING AND QUEEN

PHOTOGRAPHS BY ALFIERI,

AT PORT SUNLIGHT, THE FAMOUS INDUSTRIAL GARDEN CITY.

TOPICAL, L.N.A., AND C.N.



1. WATCHING SOAP IN THE MAKING: THE KING AND QUEEN IN A SOAPERY AT PORT SUNLIGHT, WITH SIR WILLIAM HESKETH LEVER.
2. TYPICAL OF THE PLEASANTNESS OF PORT SUNLIGHT, THE GARDEN CITY: A CORNER OF A COTTAGE IN CORNICHE ROAD.

3. SUBSTANTIAL COMFORT IN PORT SUNLIGHT: COTTAGES IN CENTRAL ROAD.
4. IN THE SCENTED-SOAP WORKS: THE QUEEN WATCHING PACKERS.
5. THE BUILDING WHOSE FOUNDATION-STONE THE KING LAID: THE DESIGN FOR THE NEW LADY LEVER MEMORIAL ART GALLERY AND MUSEUM.

During their tour through Lancashire and Cheshire, the King and Queen, ever interested in the welfare of workers, paid a visit to that most famous industrial Garden City, Port Sunlight, over which they were escorted by its founder, Sir William Hesketh Lever. A thorough inspection of the buildings, including the Soaperies, was made; and then their Majesties drove to the Hulme Hall, where, by pressing a button, the King laid the foundation-stone of the Art Gallery and Museum which is to be set up as a memorial to the late Lady Lever. In this new building will be placed the art treasures which are at present in the Hulme Hall, and include fine collections of Chinese porcelain, Wedgwood, eighteenth-century English furniture, French furniture and Napoleonic relics, and paintings by such artists as Gainsborough, Hoppner, Etty, Constable, Lawrence, Leighton, Raeburn, Morland, Reynolds, and Turner. Port Sunlight and its works are truly a romance of trade. Sir William Hesketh Lever founded the industry, in January 1886, at works in Warrington, which could only turn out 20 tons of soap a week. Successive enlargements increased the output to 90, 270, and 450 tons a week. Then, in 1887, the Warrington site not permitting further expansion, land was bought on the marshes by Bromborough Pool—a Cheshire tributary of the Mersey—flowing into that river through its left bank at a point nearly opposite Garston Docks, Liverpool. The first sod on the site of No. 1

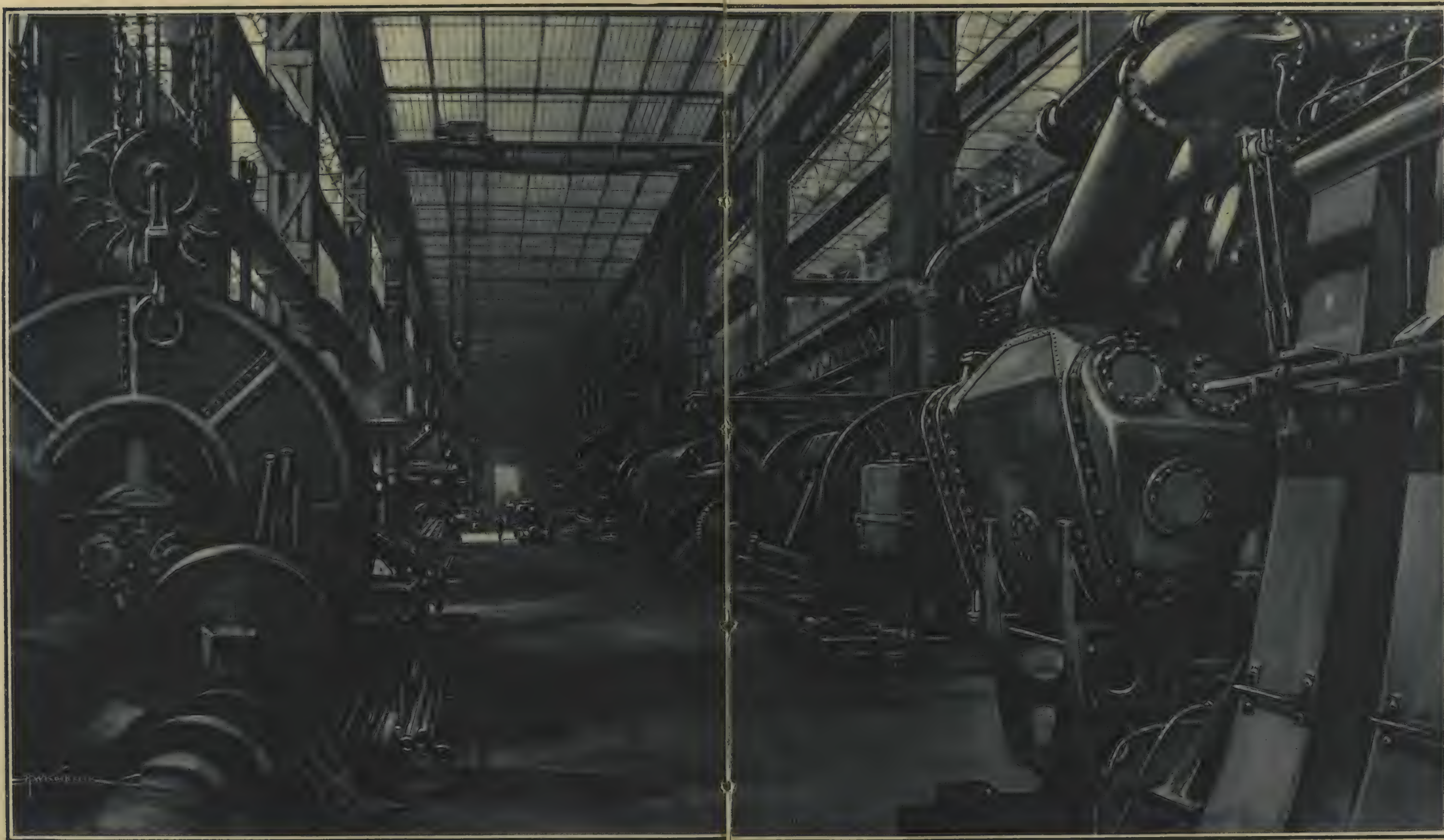
6. THE ROYAL JOURNEY THROUGH PORT SUNLIGHT: THE TRAIN CONVEYING THE KING AND QUEEN ON ITS WAY.
7. WHERE THE KING PRESSED A BUTTON AND SO LAID THE FOUNDATION-STONE OF THE NEW ART GALLERY AND MUSEUM: THE HULME HALL.

8. PREPARING FOR THE LAYING OF THE FOUNDATION-STONE: ARRANGING THE ELECTRICAL CONNECTION.
9. CHEERING THE KING AND QUEEN: PORT SUNLIGHT EMPLOYEES.
10. IN THE WORKS: SIR WILLIAM HESKETH LEVER SHOWING THE KING AND QUEEN ROUND.

Soapery was cut on March 3, 1888. The land acquired for Port Sunlight was allocated in certain proportions to works and village. Originally, 56 acres of land were parcelled out into areas of 24 to the business and works, and 32 to the village. These areas soon proved quite inadequate, and were enlarged by purchase as opportunity offered. When the present Company of Lever Brothers, Ltd., was incorporated in 1894, the works, plant, and village comprised an area of 86 acres. At the present time the total area is 462 acres, 239 for works, including the area in reserve for expansion, and 223 for village and village extensions. The first soapery had a capacity for the manufacture of 800 tons of soap per week. There are now four soaperies, with an aggregate capacity of about 4000 tons. The buildings within the works area of 239 acres include the Soap and Glycerine Factories, Oil and Cake Mills, Akali, Printing, and other Works, Wharves, Docks, Roads, and Sidings, together with the Head Offices of the company. The buildings within the village area of 223 acres include 833 houses and cottages, 8 shops, recreation halls, library, museum, hospital, with parks, gardens, and over five miles of roads. The tenure of all is freehold. The company has over 6000 employees in Port Sunlight. The Hulme Hall, named after the late Lady Lever, formerly Miss Hulme, was built in 1901 at a cost of £18,000.

OUT OF THE SUNLIGHT INTO THE SHADE OF THE VAST SHOP: ROYAL BRITAIN AMIDST GIGANTIC CREATIONS OF MAN.

DRAWN BY H. W. KOEKKOEK, OUR SPECIAL ARTIST, WHO WITNESSED THE SCENE IN THE ENGINE-SHOP.



THE ROYAL CAR MOVING VERY SLOWLY—ALMOST DIFFIDENTLY—THROUGH THE HUGE WORKS: THEIR MAJESTIES TRAVERSING THE ENGINE-SHOP OF MESSRS. CAMMELL LAIRD, AT BIRKENHEAD.

There was no more impressive period during the visit of the King and Queen to the great shipbuilding works of Messrs. Cammell Laird, at Birkenhead, than that of their Majesties' motor-drive through the huge engine-shop of the firm. This was empty, save for the royal car and those following it, our special artist, and an engineer in charge; and the very modest royal procession, stealing its way through in the silence, added to the immensity of the place, to the sense of the loneliness of man amongst the gigantic creations of man. Mr. Koekkoek, writing his impressions, says: "A stillness, almost appalling in its intensity, and all the more striking when contrasted with the light and the bunting and the cheering crowds without, reigned in the vast hall teeming so recently with the life and the clang of labour. The wan light filtering down through the huge spans of the glass roof, to be

absorbed by a bluish golden gloom of indescribable beauty, and throwing the massive girders into bold relief against a seemingly infinite distance, showed the great engines gaunt and deserted. The scene was overwhelming in its impressiveness, and one found oneself walking softly, as though awed by the dignity and solemnity of a cathedral. Then, from somewhere outside, came a burst of cheering. The royal car entered the shop, making its way very, very slowly, almost, it appeared, diffidently, through what it did not seem curious to think of as the nave, and well-nigh lost in the shadows. Thus the procession passed; then swerved to the left and went out, through a huge side-door, as noiselessly as it had come. Then voices were heard and the rush of feet of those refilling the shop. The spell was broken."

BY THE DRIVER OF GENERAL CARRANZA'S MOTOR-CAR:

WITH THE REBEL ARMY IN MEXICO—WAR SCENES.



THE photographs on this double-page were sent to us by the driver of General Carranza's motor-car, who forwards with them several interesting notes. He writes, for example: "The army has no Commissariat Department and each soldier has to 'rustle' for himself. The men are paid every day. Soldiers take with them their wives, and very frequently their entire families, including, of course, several dogs; and several times I have even seen hogs and turkeys, which they have put in the cars with the hay for the horses. All ride on the roofs of the cars and sleep there also. They are packed like sardines, and have trunks and supplies of all descriptions. In the night time it is sometimes bitterly cold for them, as they are very poorly clad,



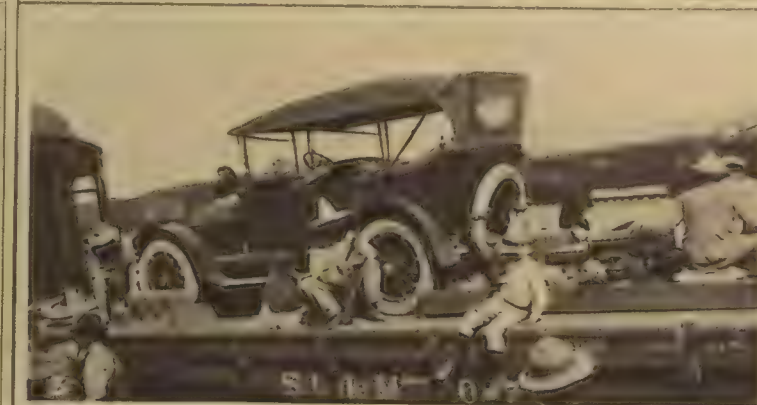
2.



8.



and the train travels quite fast; but they sleep oblivious of the fact that a bad lurch of the train is liable to unseat all, the road-bed being in frightful condition, all the bridges having been burned at some time or other by either Federals or Rebels. Temporary bridges have been made. These are called 'Shoo Flies.' The engines are in poor condition and are of the wood-burning type, so it is necessary to get a flying start to get over the bridges. Frequently, soldiers are thrown off and injured." With regard to the photograph of Juana R. Uda de Flores, he notes that this lady is a "soldada" who is a daring fighter, and has been in a number of engagements (seventeen, in fact), with General Juan Carasco, in the vicinity of Mazatlan.



6.



9.

1. THE SCENE AT NOGALES, SONORA, ON THE ARRIVAL OF GENERAL CARRANZA AND HIS ARMY ON MARCH. 1: THE BODYGUARD AND THE CROWD LINED UP.
2. WIVES AND FAMILIES OF REBEL SOLDIERS READY TO ACCOMPANY THE TROOPS: WAITING TO BOARD A MILITARY TRAIN.

3. GUARDED BY A YAQUI INDIAN: GENERAL CARRANZA'S MOTOR-CAR ON A RAILWAY-TRUCK.
4. A WOMAN SOLDIER WHO HAS FOUGHT IN SEVENTEEN ENGAGEMENTS UNDER GENERAL JUAN CARASCO: JUANA R. UDA DE FLORES.

5. HOW THE REBELS TRAVEL: MEN OF GENERAL CARRANZA'S ARMY ON THE ROOFS OF THE RAILWAY-CARS, ON WHICH THEY RIDE AND SLEEP, THE CARS THEMSELVES BEING FILLED WITH HORSES.
6. THE CHIEF OF THE REBELS: GENERAL CARRANZA.
7. INCLUDING WOMEN SOLDIERS: A GROUP TAKEN ON THE ROOF OF A RAILWAY-CAR NEAR CULIACAN, SINALOA.

8. COME DOWN FROM THE MOUNTAINS TO OFFER THEIR SERVICES AS FIGHTING-MEN TO GENERAL CARRANZA: MAYO INDIANS AT HUATABAMPO, SONORA.
9. IMMEDIATELY AFTER THE FEDERALS HAD BURNT A REBEL TRAIN: A TROOP-TRAIN OF GENERAL CARRANZA'S ARMY BETWEEN ESPERANZA AND NAVAJOA.

As to the Mayo Indians, the driver of General Carranza's car writes: "These Indians greatly resemble our Navajos in Arizona. They are excellent weavers, and make very many pretty designs in blankets. Their only weapons are bows and arrows. The bows are about five feet long, and made out of the tough mesquite tree. The arrows are made of a reed that resembles bamboo, and are tipped with a wood called 'Ironwood.' They are so shaped that when an arrow is withdrawn from a wound, the wound closes and does not bleed. The arrows are poisoned; dipped in the venom of snakes, or into a body which has been allowed to putrefy. A wound is fatal, and the death is horrible. The chiefs are usually

armed with machetes. The position of drummer seems to be one of honour, and is usually held by a very old man who carries himself with all the dignity of a drum-major of a dark band. The drums beat the war-music, and its sound is a terror to the Federals, as the Mayos are intrepid fighters, devoid of fear, and can stand great hardships, fighting sometimes for almost two days without water or food. They are typical Indians; tall, with features almost Grecian; devoid of expression. No emotion of any kind shows on their faces, and their discipline is of the best." The Mayo Indians inhabit the lower valley of the river Mayo.

THE NEW AMUSEMENT OF SOCIETY IN LONDON: AFTER-SUPPER DANCING IN A WINTER GARDEN.

DRAWN BY A. C. MICHAEL.



DANCING AFTER SUPPER AT THE SAVOY: A DIVERSION SOCIAL LEADERS ARE FOLLOWING NIGHTLY AND ENJOYING GREATLY.

The craze for the Tango Tea may be said to be dead. In its place has come a diversion which is not freakish, and is attracting all Society as opposed to that section of Society which is never happy unless it has a fresh toy. For, new as is dancing after supper in the Winter Garden of the Savoy, the dances which are favoured are all of the orthodox kind, and there is little or no request for "Continental novelties." The Savoy being well known as an index to fashionable taste, there seems little doubt that, if it continues to be popular there, after-supper dancing will become general in the great restaurants.

1700 FOSSIL BONES IN THREE MONTHS: "FINDS" AT OLDOWAY.

PHOTOGRAPHS COURTEOUSLY SUPPLIED BY DR. HANS RECK



1. IT was announced a few days ago that Dr. Hans Reck, of Berlin, had discovered, at Oldoway, in the north of German East Africa, the skeleton of a man who lived, in all probability, some 150,000 years ago. At our request, the Doctor has been good enough to send us the photographs reproduced on this page and the one opposite; and, with them, a note of much interest. The following is a translation from the German:

The rare animal fossils of the Tertiary Period yielded by Africa decided the Geological-Palaeontological Institute and Museum of the University of Berlin to undertake excavations at the Oldoway "pit." The work was most successful, yielding results of the greatest scientific importance. The volcanic tufa of the pit is in excellently horizontal strata, and may be divided into five geological horizons, each of which has given up splendidly preserved remains. In three months, some 1700 bones were found and taken to the Expedition's camp, there to be sheltered carefully under primitive, straw-roofed huts until they could be numbered, classified, and packed for their long journey. The huts in question were full of bones and huge relics of elephants. Most of the tusks discovered were surprisingly long, very light, and straight. The best was 3'8 metres (10 ft. 5 in.) in length. Then there were represented the rhinoceros, the hippopotamus, numerous antelopes and gazelles, as well as pigs, rodents, and beasts of prey.

It was frequently difficult to obtain the bones. Not only was there a dearth of water and a blazing sun, but wild animals would arrive unexpectedly and disturb the diggers. Rhinoceroses, in particular, chased the men from time to time, sending them running through the trees and holding them prisoners for hours. The crumbling walls of the pit provided another obstacle. A precious relic would be seen in about the middle of the 50-foot wall, and those seeking it would have to be lowered by ropes, or rude

(Continued on No. 2.)

adders would have to be made and so set that the "find" could be reached. When, by good fortune, there could be found a place upon which a man could stand, the task was easier, for the natural "platform" could be enlarged by the pick.

One day brought with it a great surprise. On the steep incline of the "pit," the excavators found signs of a human skeleton, which was soon laid bare and protected by a straw roof. The discovery was seen to be of extreme age, and in a remarkably fine condition. The stratum about it was undisturbed, proof that it owed its position not to having been buried at the bottom of a hole dug down through several strata, but to having been contemporaneous with the stratum in which it rested. And that stratum is so old geologically that the skeleton must date at least from the Diluvial Period of Africa, which, it may be noted, synchronises with the Ice Period of Northern Europe. No more precise date can be assigned to it until it has been compared with the fossil remains of beasts found during the same excavations. These are on the sea at the moment. It is typically negroid, and the first fossil human form found at Oldoway. The skull is highly developed, narrow and long; the head is set deep in the shoulders; the chest is massive. The position of the skeleton calls for notice. The legs were drawn up sharply, and obviously in a natural manner. This is additional argument in favour of the belief that the body was not buried; and must be taken in conjunction also with the facts that there are no traces of entombment, and that the contorted attitude is unknown in any case of burial by man. It would seem that the man was driven into the lake which was once above the spot on which his remains were found, or met with an accident on it, and was drowned. The body would be quickly covered with the mud at the bottom of the water and tufa, and so be protected from disturbing influences.



1. SCENE OF THE DISCOVERY OF 1700 FOSSIL BONES IN THREE MONTHS: THE OLDOWAY "PIT," GERMAN EAST AFRICA.

3. SHOWING STRAW-ROOFED SHELTERS FOR THE VALUABLE FOSSILS UNEARTHED: IN THE GERMAN EXPEDITION'S CAMP.

2. DIFFICULTIES OF THE EXCAVATIONS: WORKING AT THE UNEARTHING OF A FOSSIL WHILST STANDING ON A RUDE LADDER.

4. SHOWING A TUSK TEN FEET FIVE INCHES IN LENGTH: "FINDS" MADE BY THE GERMAN EXPEDITION.

The human skeleton found at Oldoway by Dr. Reck has already caused some controversy in Berlin; although nothing very definite can be said until the other "finds" have arrived in Europe for comparison with it. As we have already remarked, the skull is well developed; indeed, is like that of a negro of to-day. For this reason, more particularly, the age of the remains is being much discussed. Dealing with the matter

in the "Lokalanzeiger," Dr. Reck points out that early races frequently present signs of a development higher than that of modern primitive peoples; argues that, in any event, the geological surroundings of the remains show that the man must have belonged to the Diluvial Age; and thinks that the high development shown is merely another proof that the human race more or less as it is now is of considerably greater antiquity

(Continued opposite.)

A MAN OF 150,000 YEARS AGO? THE NEW-FOUND SKELETON.

PHOTOGRAPHS BY COURTESY OF DR. HANS RECK.



DISCOVERED IN GERMAN EAST AFRICA BY DR. HANS RECK, AND THOUGHT BY HIM TO BE THE REMAINS OF A MAN
DROWNED ABOUT 150,000 YEARS AGO: THE NEGROID HUMAN REMAINS IN POSITION AT OLDOWAY.

Continued. than has been imagined. The skull proves, too, he believes, that the Negro race developed very early and became stationary very early. In the same journal, Professor Fritsch writes that he sees an extraordinary likeness between the Oldoway man and those remains, found at Mentone, which are attributed to a "Grimaldi race," are also very negroid, and were also found in crouching position, with legs drawn up. This is important; for, as is recorded above, Dr. Reck thinks that the position of the Oldoway

man is accidental, and not due to burial. Professor Fritsch, on the other hand, states that the tufa bed in which the skeleton was found may have been there first, and the body may have been buried in it. The masses of tufa shrouding the remains were not of equal thickness, so that it is asserted that, despite the fact that the stratum seemed undisturbed, geologists may have to admit the possibility that the body was transferred to the place at a period later than that of the formation of the stratum.

SCIENCE &

NATURAL HISTORY

SIR WILLIAM MATHER,
P.C., M.I.C.E.

The eighth annual meeting of the British Science Guild, of which Sir William Mather is President, will be held at the Mansion House on May 22, and Sir William will preside in the evening at the dinner at the Trocadero. He is chairman of Messrs. Mather and Platt, of Manchester, and was formerly M.P. (Liberal) for Salford and other Lancashire Divisions. He has done much for technical education. (Photograph by Lafayette, Dublin.)



AMBROISE PARÉ DISCARDING THE USE OF CAUTERIES IN AMPUTATIONS.

SIR FRANCIS HOPWOOD,
P.C., G.C.M.G.

Sir Francis Hopwood has just joined the General Board of the National Physical Laboratory, in succession to Sir Arthur Rücker. Sir Francis is Additional Civil Lord of the Admiralty, and has been Under Secretary for the Colonies and Permanent Secretary of the Board of Trade. Some years ago he founded the Hospital and Medical Service for the Canadian and Newfoundland fishermen, and he has served on various Royal Commissions. (Photograph by Elliott and Fry.)

SCIENCE JOTTINGS.

WARMTH, FOOD, AND CLOTHING.

CIVILISATION has a good deal to answer for, and in nothing so much, perhaps, as in the unequal distribution of food. While the well-to-do—or, to use a phrase recently employed in the House of Lords, the "comfortable"—in this country are perpetually told by their medical advisers that they eat too much, a large proportion of the proletariat, numbering not less than ten millions of souls, are within measurable distance of starvation, or habitually eat too little. The remedy for this state of things is outside the scope of these columns, but an important factor in the problem beyond the mere supply of food is not.

Now the quantity of food necessary to support life has long been ascertained, and forms the basis of the dietary scales used by the State in prisons and workhouses. We know that food can be divided into proteids on the one hand, and fats and carbohydrates on the other, while a certain supply of mineral salts and water is also necessary for man. Moreover, all vegetarian and other "crank" theories to the contrary notwithstanding, it is reasonably certain that all these five elements must be present in a man's daily food if he is to keep his health and do hard work in temperate climates. If one wanted further proof of this, one might find it in the instance of omnivorous animals such as the dog, who can live and thrive on either a flesh diet or on one consisting mainly of carbohydrates, but show marked difference of temperament in the two cases. Yet we are often told, and with perfect truth, that in other countries—such as Egypt, India, and China—men will do as hard work as any Europeans do in ours on a mere handful of carbohydrates and a great quantity of water daily without suffering in health. How is this apparent inconsistency to be explained?

The answer is that in these countries the insufficiency—as it seems to us—of the food taken is

made up by the heat supplied from external sources. Energy probably of all kinds, but certainly energy of the muscular kind, can be expressed in terms of heat, and one of the chief uses of food is to supply this heat. The human body is, in fact, like a furnace so far as certain elements in its food are concerned; and the carbon taken in through the mouth is burned in it as thoroughly as—though, of course, much more slowly than—it would be in a clear fire. It is within the experience of everyone that one not only feels more hungry, but absolutely requires more food, in cold weather than in hot, and the only reason that can be assigned for this is that, when the temperature of the air falls below a certain level, the body derives no heat from sources outside itself.

if the organism could be maintained in a state of perfect rest, the whole of this would be converted into a quantity of heat which he calls its "functional heat." But in a warm-blooded animal some part of this heat is lost as soon as it is produced, its amount varying with the temperature of the organism itself,

which, at its surface, varies with that of the surrounding atmosphere. Hence, with the Bengalis, with whom he seems to have been experimenting, he finds that the food they require is no less than three times as great when they are working in a temperature of rather over 60 degrees Fahr., as when they are in what is, to them, their normal atmosphere of 103 degrees.

It follows from this that the heat required for the proper working of the organism can be in part supplied from external sources, and the question is how this can best be done. Clothing is, of course, the first means that occurs to us; but by relying much upon it we lose nearly as much as we gain. All that clothing can do for us is to retard the loss of heat from the surface of the body—or, in other words, to make the heat stored up therein last longer and do more work. But unless the body can remain the while absolutely motionless, this is open to the objection that the clothing has to be moved along with the body, and every ounce added to the clothing therefore means an additional ounce to the muscular work required of the organism. It seems to follow, therefore, that it is only by raising the temperature of the surrounding atmosphere that the quantity of food necessary for work can be appreciably lessened. How this is to be done is another matter, but it is probable that the time is not far off when we shall have to abandon our English habit of open fires and depend more and more on the system of central heating for our dwelling-houses and workshops. Now that the "housing of the poor" is likely to be made a political—or at any rate, a municipal—question, this should not be lost sight of. It may easily turn out that warmth is of nearly as much importance as food if good work is to be done.

F. L.



1. PLACING THE LANTERN-LIKE CAP CONTAINING BENGAL FIRE IN POSITION AFTER THE MESSAGE HAS BEEN PUT IN THE CYLINDER.
2. PUTTING THE BENGAL FIRE INTO THE CAP.
3. RELEASING A MESSAGE BY PULLING A TRIGGER.
4. THE BENGAL FIRE INDICATING THE SPOT ON WHICH THE MESSAGE HAS FALLEN.
5. THE MESSAGE IN THE CARRIER, AND DETAILS OF THE DEVICE.

A DESPATCH-CASE WHICH GUIDES WATCHERS TO IT WITH SMOKE BY DAY AND WITH FIRE BY NIGHT;
A MESSAGE-CARRIER FOR DROPPING FROM AEROPLANES IN FLIGHT.

Arguing that at present, at all events, "wireless" fitted to aeroplanes is of comparatively little use, M. Paul Fugairon, a French airman, has invented an ingenious case in which despatches can be dropped from flying-machines in flight without danger of the messages being blown away by the wind, or being lost in mud, dust, high grass, or heavy foliage. The apparatus consists of a hollow cylinder whose point is leaded so that the pin T may always strike the ground. The message is placed in the body of the cylinder. The point T passes freely through the lead, and on striking the ground compresses the spring P, which sets in motion a lever, which drives upward the firing-pin B so that it strikes a cap of mercury fulminate at the end of the tube U. The spark thus caused goes through U and ignites Bengal fire held in C, the lantern-like top of the cylinder, with four windows. The bright Bengal fire which flashes up can be seen not only at night, but, thanks to its smoke, in the daytime. It burns long enough for a soldier to reach it from a distance of 300 yards.

Reproduced by Courtesy of the "Scientific American."

M. Louis Lapique has lately given facts in support of this in a communication made to the French Académie des Sciences. The vital functions of an animal, he says in effect, require the combustion within a given time of a given quantity of food, and,

"housing of the poor" is likely to be made a political—or at any rate, a municipal—question, this should not be lost sight of. It may easily turn out that warmth is of nearly as much importance as food if good work is to be done.



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LITERATURE.

"Norman Angellism." In "The Foundations of International Polity," by Norman Angell (Heinemann), we have a further instalment of the political doctrine which bears the somewhat clumsy title of "Norman Angellism." Its value is discounted by the fact that it is made up of a series of addresses given on various occasions, several of the articles going over practically the same ground. The author seeks to link them together, and thus set forth the broad foundations of his international polity, but the unavoidable repetition and overlapping hamper him. Nevertheless, we have an interesting collection of dissertations on the general principles of pacifism, on the moral and material factors in international politics, credit and international relations, military force in modern statecraft, and an instructive note on the "International Polity Movement." How far the policy of "Norman Angellism" will be advanced by this book is not easy to guess. It exaggerates many of the old faults which mar the doctrine; and, instead of making for clarity, the author cultivates mannerisms which must prove irritating to many people. Boiled down to its simplest form, his argument is that war is futile because it confers no material advantages on the victors; and in cold, mercantile terms he measures up the disastrousness of war. Were war merely a commercial enterprise or a mercenary form of statecraft, it would not be very difficult for him to convince people of its futility, and they would not risk their lives freely on such a poor speculation. Mr. Angell declares that he is a pacifist not because of the physical suffering war involves, and perhaps it is in failing to estimate the poignancy of this suffering that he fails likewise in understanding the passions and instincts which create war. Assuredly the fighting habit will never be eliminated for the reason that bankers and stockbrokers point out the unprofitableness of war. The huts of blood and adventure, the clash of wills

and aims, the pride of race and of physical strength, the *canini* of humdrum existence—these and many other influences stir up the instinct of conflict. War will be possible as long as men and women breed fighters; and, failing war, we shall have rebellion, riot, and "civil commotion" to prove that man is a passionate, full-blooded creature, exuberant, illogical, adventurous, and emotional.

in France have played a more prominent part in the affairs of their country. Owners of vast estates in Poitou and Brittany, the La Trémoilles were as kinglets in western France: successive heads of the house, by virtue of personal qualities and judicious marriage, in course of generations increased their influence and power till, in the seventeenth century, the reigning Duke could assert claim to the crown of Naples. It is a remarkable procession the author marshals before us: the rapacious Georges, first of the great "tax-farmers"; Louis, who married a Princess of the blood royal; Claude, who became one of the Twelve Peers; the heroic Prince de Talmond, leader of the Vendéens, who died on the scaffold. Almost equally remarkable were the women of the family. The lady who most directly appeals to the imagination of English readers is Charlotte, that Countess of Derby who displayed the spirit of her ancestors in her stout defence of Lathom House against the Roundheads in 1644. But the most famous among them was Marie Anne, the widowed Princess Orsini, who, of sheer ability and force of character, practically ruled Spain through Philip V. The history of the La Trémoilles is representative of that of many great French houses. Their power rested on the fidelity with which they upheld the traditions of the feudal system. While the head of the house resided on his estates, discharged the functions of local law-giver and social leader, his place was secure: absence on warlike expedition or on State business was expected and approved. Decline came when the head of the family began to seek self-advancement in Paris. Dependents and vassals would not brook forced labour and similar exactions on behalf of an absentee; and it is eloquent of the feeling that gave rise to the Revolution that Thouars, the town dominated by the great castle of the La Trémoilles, should have been among the first to found a Jacobin club. The end came when the Sans Culotte Government executed the two surviving La Trémoilles and seized their estates. The book is a valuable contribution to the history of France.



TWELFTH-CENTURY ECCLESIASTICAL REMAINS EXCAVATED AT DOVER: THE FOUNDATIONS OF A CHURCH OF THE KNIGHTS TEMPLARS RECENTLY DISCOVERED.

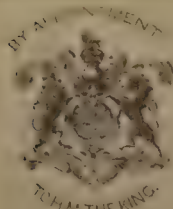
Some remarkably interesting excavations have recently been carried out on the western heights at Dover, under the direction of the Office of Works. There have been discovered the foundations of a small church of the Knights Templars dating from the twelfth century. A: the photograph shows, the base of the original flint walls has been laid bare. The site has been drained and turfed.

Photograph by C.N.

A Remarkable Family of France.


Miss Winifred Stephens is well within the mark when she says of the family whose history she traces "From the Crusades to the Revolution" (Constable) that few, if any,

been among the first to found a Jacobin club. The end came when the Sans Culotte Government executed the two surviving La Trémoilles and seized their estates. The book is a valuable contribution to the history of France.



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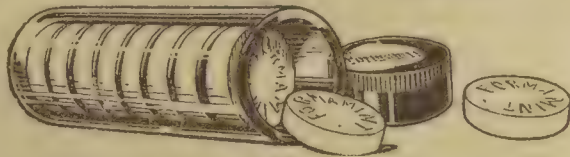
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SAVORY & MOORE'S FOOD

MUSIC.

THE visit of the Sheffield Musical Union to the Queen's Hall on Saturday last roused great interest in musical circles, and although the train from the north was late, this unpunctuality accounted for the eleventh-hour addition to the programme of the "Leonore" Overture No. 3. For the rest, we had the "Song of Destiny" by Brahms, the Bach Cantata No. 12, and the Choral Symphony. To fulfil such a programme after a long and tiring journey was a great undertaking for any choir, and it is hard to believe that any one of the famous bodies of singers from the North of England could have done better. In the opinion of his most accomplished critics, Brahms never wrote anything finer than the "Schicksalslied." It was composed on the crest of a creative wave perfect in its musical contour, clear to the simplest understanding, gracious and melodious, and filled to the brim with the quality that for lack of more precise definition we are content to call inspiration. Nothing that Brahms wrote stands upon a higher plane; the

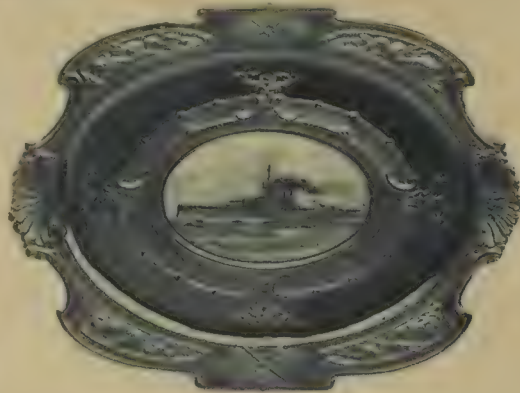
"Song of Destiny," regarded as an artistic utterance, was the supreme effort of his career.

The choir from Sheffield sang magnificently here, and the orchestra justified its reputation. The soloists in the Bach cantata and Beethoven symphony were not heard to very great advantage; Miss Phyllis Lett was the most successful. It may be mentioned here that the next Symphony Concert will be given on April 25, when the symphony will be Schubert's "Unfinished," and Kreisler will play the solo part in the Brahms Violin Concerto in D.

The Classical Concert Society brought a very interesting season to a close last week, when the concert was given by the English String Quartet, and Miss Muriel Foster—who should have received by now the Gold Medal of the Philharmonic Society—was the soloist. It is interesting to find Mr. Frank Bridge and Mr. Percy Grainger taking their place by the side of Haydn and Brahms, and holding it. There was no better appreciated item on the programme than Mr. Grainger's "Molly on the Shore." Miss Muriel Foster's singing afforded ample occasion for regret that she is not heard more often in public. It would be hard to find an English singer who is her equal as an interpreter of the songs that matter.

On April 6 Mr. Cyril Scott will give a concert of his own compositions at Bechstein's, and will play the piano part in his new Pianoforte Quintet, in which he will be assisted by Mr. Nandor Zsolt, Mr. Tertis, Mr. Trowell, and Lady Speyer. Although most of Mr. Scott's compositions are still as caviare to the general public, he has a following, and it tends to increase. Some of us may have found that he is rather addicted to commonplace utterance in a novel form.

M. André Messager, whose new opera, "Beatrice," based upon the story that provided London with "The Miracle," has been produced successfully at Monte Carlo, was for many years a familiar figure in town. As "artistic director" at Covent Garden he served the Grand Opera Syndicate well, and as the composer of "Les Petites Michus" and "Véronique" he captured the English ear.



A SOUVENIR OF THEIR MAJESTIES' VISIT TO MESSRS. CAMMELL LAIRD AND CO.'S WORKS: A GOLD TRAY PRESENTED TO THE QUEEN, SHOWING IN RELIEF H.M.S. "AUDACIOUS," THE BATTLESHIP RECENTLY BUILT BY THE FIRM.

The presentation of the tray to her Majesty was made by Mrs. G. J. Carter, wife of the Managing-Director.



THEIR MAJESTIES AT BIRKENHEAD: THE ROYAL MOTOR ENTERING THE GATES OF MESSRS. CAMMELL LAIRD AND CO.'S WORKS.

During their recent short tour in the North, the King and Queen visited the Works of the famous ship-builders and engineers, Messrs. Cammell Laird and Co., at Birkenhead. Over the ornamental arch at the entrance was a figure of Britannia with a model battle-ship on one side of her and a model liner on the other. At a dais within the yard, Lord Derby presented to their Majesties the Chairman of the Company, Mr. W. L. Hichens, the Deputy-Chairman, Colonel W. Sidebottom, and the Managing-Director, Mr. G. J. Carter.—[Photo. Alfieri.]

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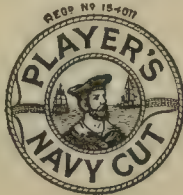
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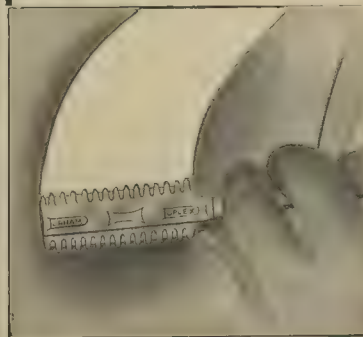
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THREE NOVELS.

IT is not easy to say something that has never been said before, and to say it in a manner new and striking. On the other hand, it is easy enough to be a contortionist, and to imagine that originality and literary agility amount to much the same thing. The great writers—the really great writers—did not trouble themselves about being original. Shakespeare made over other men's plays; Chaucer swept up a good story as he found it; Homer, according to Mr. Kipling, winked at the common folk as he sang to them the tales of their forefathers. There were no Futurists in those simple days, and Futurism is beginning to invade the printed page. Mr. James Elroy Flecker spends ingenuity on writing "The King of Alsander" (Max Goschen). It is a fantasy so passionately fantastic that it is almost unreadable. Mr. Flecker has gone out of his way to be original. He begins with a village shop, where sits the handsome young grocer by "the object that would probably most astonish a gentleman of culture on entering the shop." This is "a large and fine reproduction of Holbein's portrait of Georg Gisze. The young merchant, robed in delicate silk and velvet, and surrounded by keys, quadrants, scissors, maps, and ledgers, was obviously meant to be the tutelary deity of the house; indeed, as a set-off to the flowers that stand on the painted table, Norman had placed a large bowl of carnations on his counter." The soulful grocer, fairy-born, is the obvious contortion, the somersault to entice the crowd inside the booth. He is superfluous, because Mr.

Flecker's talent would have secured attention without so much advertisement. When Mr. Flecker can forget how clever he is, and how much poetry informs his text, he will write a better book than "The King of Alsander."

Mark Somers, whose masculine name goes rather badly with a feminine style, does not open "The Bridge" (Fisher Unwin) with somersaults. He probably, and

with it. There is the germ of a popular novelist in Mark Somers. The book is at its best when it describes the soul-sickness of a young girl married to a man she does not love, and face to face with the fact (so often and strangely overlooked by heroines in drama and fiction) that wifely obligations include more than making tea and looking pretty. Margaret Denham goes out to India to marry

Rex Wade, in the curious state of ignorance alluded to above. She has shocks, and the shocks are very well done. This is the part of "The Bridge" that counts. The rest is scenery, and conventional situations and characters, and far, far too many adjectives.

"Down Among Men" (Hodder and Stoughton) is big-voiced and blustery, and American. It is the romance of a war-correspondent who fought against odds, and who went through the waters of adversity. The poignant development at the end of the book is surprising, for at first, to tell the truth, the reader is overpowered by the noise about John Morning's "story"—his account of the battle of Liaoyang. It appears to matter so enormously to all the people in the book, and to Mr. Will Levington Comfort, the author, that the great American public should get the story—to matter so much more than it should. Why should it be a question of life and death, to Morning or any other sober-minded person? Would one citizen of the United States suffer a vital deprivation if he heard late about Liaoyang, or if he never heard about it at all? The truth must be that Pressmen have a faulty sense of proportion, though far be it from us to push this home to Mr. Comfort, whose exuberance has produced an exhilarating book.



A WATER FUNERAL FOR THE VICTIMS OF THE RECENT SHIPPING DISASTER AT VENICE: THE PROCESSION OF BOATS BEARING THE COFFINS.

Nearly fifty people were drowned at Venice, when a small passenger-steamer, crowded with people, plying between the famous Lido and the Riva degli Schiavoni, was run down and sunk by an Italian torpedo-boat. The accident is alleged to have been caused through the man at the helm of the steamer letting his attention be diverted by a passing hydroplane. Among the drowned were two English ladies, Mrs. and Miss Drake, the Russian Vice-Consul, M. Merkinski, and an Italian Naval officer, Lieutenant Bossi, who lost his life in attempting to rescue others.

properly, considers them unladylike. "The Bridge" is a first novel. It would not be difficult to pick it to pieces; but just because it is more tempting to slash than to commend, the virtuous reviewer must needs deal gently

with it. There is the germ of a popular novelist in Mark Somers. The book is at its best when it describes the soul-sickness of a young girl married to a man she does not love, and face to face with the fact (so often and strangely overlooked by heroines in drama and fiction) that wifely obligations include more than making tea and looking pretty. Margaret Denham goes out to India to marry

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"Yes, I couldn't do it, indeed," said Mr. Pecksniff.

"Not even half-a-crown, perhaps?" urged Mr. Tigg.

"Not even half-a-crown."

"Why then we come," said Mr. Tigg, "to the ridiculously small amount of eighteenpence—Ha! Ha!"

"And that," said Mr. Pecksniff, "would be equally objectionable."

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LADIES' PAGE.

PARLIAMENT evidently is about to pass a new sumptuary law—one to prohibit the use of certain birds' feathers as trimmings on ladies' hats. No opposition seems to be raised so far as the feathers that are obtained from wild birds are concerned. Mr. Wason, however, brought down on himself quite an avalanche of opposition by proposing to touch the profits of a large trade. In his ignorance, he proposed to include the plumes of the ostrich in this embargo. He was forthwith made aware that "the export trade in ostrich feathers is the second largest industry of South Africa"; and then he discovered that there is no cruelty in taking the tail plumage of the birds in this case. Probably there is no cruelty in most of the other cases, except so far as the infliction of death is considered such; and the killing of a bird in order that women may wear its smart plumage for decoration is surely no whit more cruel than dealing death to the barn-door fowl in order to eat it for dinner. Indeed, at least three-quarters of the gentlemen in both Houses of Parliament who are about to order women to leave off wearing the feathers of certain birds will themselves be fresh from killing with their own hands hundreds or thousands of birds; birds, too, which are first almost tamed—which are allowed unchallenged to come and sit on the lawn outside the dining-room window, and follow the keeper for their food, regarding him as a friend, till he suddenly reveals himself as a treacherous foe, driving the poor birds who thought themselves his protected pets up to the deadly cruel guns of Members of Parliament and noble Lords who are now busy making a law protecting other birds from being killed for women's adorning. Well, well, 'tis an odd world, my masters!

But see what a lucky thing it is to be very pretty! As the poet (or is it some poetess?) sings so pathetically—

Oh Beauty! most desirable
Of all the gifts at birth;
Oh Beauty! In my nursery
Alas! I learned thy worth.

The gaudy parrot, the dainty little bird-of-paradise, the snowy-crested osprey, the showy-tailed goura, and other ornithological beauties—their little lives occupy the attention of the British Legislature at this crisis in the nation's affairs, merely because of their gaudy colours and fine heads; while for the barn-door fowl and the pheasant there is no pity. Women generally will really not mind if this law passes, no doubt. The milliners can deck our hats well enough with the feathers of the ostrich and the home birds, with ribbons and flowers and beads. All the same, perhaps it is really rather cool for a masculine Legislature to undertake to regulate women's dress.

It is no new thing for laws to be made to govern costume; quite the contrary: this has always been a subject on which social dictation has been attempted by law-givers. As a rule, these sumptuary laws have been directed to the attire of men as well as women, and were class legislation, pure and simple. The noble was to be



THE NEW DRAPERIES.

This spring frock in soft woollen material shows the latest arrangement of skirt draperies. The belt is black satin, the vest and Medici collar white silk muslin, and the hat of two-coloured straw with feather aigrette.

at once distinguished from the commoner, the rich from the poorer orders. Occasionally, however, earlier law-givers took the course on which the House of Commons has embarked in this year of grace, and fulminated against the little vanities of women only. Thus, that dour generation of Scots whom poor Mary Stuart nominally governed passed a law (in 1567) that "No woman shall adorn herself with dress above what is appropriate to her rank." There was quite a woman's revolution in Rome in 215 B.C., when one Oppius, a tribune of the people (a Labour Member, that is) got a law passed that "no woman may possess more than half an ounce of gold, or wear a parti-coloured garment, or ride in a chariot in any town occupied by Roman citizens." "Intense bitterness," we are told, was caused by this attack on woman's privileges. The Roman matrons became canvassers for votes; they held indignation meetings, both public and private; they gathered in vast crowds and went to surround the houses of the tribunes who were against them (for all the world like the Suffragettes of to-day in Downing Street); and finally they won their cause, and the obnoxious law was repealed. As the tribune who spoke for them well observed: "Why should men grudge women their ornaments or dress? They cannot hold offices, or priesthoods, or win triumphs; in public occupations they are allowed no share. Surely, then, men should allow them their own way in ornament and dress."

Some dinner-parties have been given in London at which coloured wigs have been seen, but they are much more talked about than purchased. They are complete wigs, concealing the wearer's own hair entirely, and arranged in fashionable style. They are costly, because built of the finest natural hair with a wave in it; but, so far as appearance goes, they are not so weird as might be supposed, for the effect is not greatly different from that of some of the close-fitting hats of the day which hide all the wearer's own hair. A pale-blue wig on a blonde woman with a delicately beautiful complexion was really very becoming. A purple one was not so favourable to the skin, but was rather "taking" in effect all the same. In Paris, some young women have accentuated the bizarre note of scarlet or green wigs by having animal and insect forms painted on cheeks and bare necks and chests: flies, butterflies, lizards, even snakes, have been thus *appliqué* to the skins of fair dames, and have secured the main object—to make everybody notice the persons so curiously and doubtfully adorned. But such eccentricities are not likely to rise to the proportions of a fashion. A mode partially exploited last season that is extended and grown almost universal amongst smart costumes is the open-cut neck. Collars are either non-existent or are in the Medici form, rising at the back of the head and in front passing into a cut-open corsage edge. Even serious materials, as one may call blue serge, for instance, submit to this cut-open front rule. "Les décolletés du jour," in short, are established in favour, and on fairly young and pretty people the effect will be found pleasing enough, especially in the summer weather for which the new dresses are hopefully planned, when the cool appearance of the uncovered throat will be in keeping.

FILOMENA.



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WILLS AND BEQUESTS.

THE will of Mr. GEORGE ARTHUR HARROP, of Highcroft, Arthog Road, Hale, Chester, calico-printer, who died on Dec. 6, is proved by Miss Sarah Margaret Harrop, sister, Robert Walker, and Henry Almond, the value of the property being £113,899. The testator gives £5000 to his sister; £2500 in trust for Mabel Gunning; £2500 to George M. Blackburn; £156 a year to Mrs. Blanche Blackburn; and legacies to persons in his employ. The residue of the property he leaves to his sister for life, and then as to £500 to the

The testatrix gives £5000 in trust for each of her grandchildren William Dennis Draffen and George Henry Vivian Draffen; £100 each to William Wordsworth and Thomas Atkinson; and the residue to her children Frederick James, George Algernon, Anna Bertha Wykeham-Martin, Lucy Marion Salkeld, and Constance Charlotte Elizabeth Stapleton.

The will (dated Aug. 22, 1913) of Mr. ARTHUR WILLIAM WALKER, of Hennor, Leominster, Hereford, who died on Jan. 5, is proved by the Public Trustee, and the value of the estate sworn at £174,957. The testator gives £60,000 and the Hennor estate to his wife, and £10,000 to his nephew Harry Edward Meade, but should Mrs. Walker predecease her husband, then he gives £30,000 and the Hennor estate to his said nephew; £1000 each to the Charity Organisation Society, the Hereford Diocesan Fund, and the Hereford General Hospital; £500 each

to the Church of England Women's Help Society, and the Leominster Cottage Hospital; £5000 to his sister Lucy Green; £4000 in trust for Emmeline Henley; and other legacies. The residue of the property is to be held in trust for Mrs. Walker for life, and then for the Society for the Propagation of the Gospel, the Additional Curates Aid Society, the Home for the Dying, Clapham Common, and the Hereford Diocesan Fund.

The will and codicils of MR. ALGERNON AUGUSTINE DE LISLE STRICKLAND, of 23, Warwick Square, S.W., and Apperley Court, Gloucester, who died on



Photo. Sport and General.

AN OXFORD RECORD-MAKER IN THE OXFORD AND CAMBRIDGE SPORTS: MR. G. M. SPOULE BREASTING THE TAPE IN THE THREE MILES RACE.

Mr. G. M. Sproule, of Balliol, won the Three Miles in 14 min. 34.4 sec., beating the record by nearly ten seconds. Mr. D. N. Gausson (Oxford) was second, and Mr. J. B. Byrne-Johnstone (Cambridge) third. The Sports were won by Cambridge by six events to four.

Manchester Eye Hospital, and the remainder as she may appoint, and on failure of appointment as to £40,000 for the Manchester Warehousemen and Clerks' Orphan Schools; £5000 each to May Bell and Violet Shorrocks; and the ultimate residue to the next of kin of his sister in the same manner as though she had died intestate.

The will of MRS. ELIZABETH PITT-DRAFFE, of 64, Lowndes Square, widow, who died on Feb. 6, is proved by three of her children, the value of the estate being £213,292 5s. 1d.



Photo. Topical.

THE LEICESTERSHIRE FARMER AND HIS HORSE WHICH WON THE GRAND NATIONAL: MR. T. TYLER WITH SUNLOCH.

Mr. T. Tyler's Sunloch (W. J. Smith up) won an easy but unexpected victory in the Grand National Steeplechase at Aintree. Two French horses, Trianon III. and Lutteur III., were respectively second and third. Mr. Tyler's success evoked hearty cheers, in recognition of the sporting venture he had made as an owner in a comparatively small way.



Photo. Sport and General.

A CAMBRIDGE RECORD-BREAKER IN THE OXFORD AND CAMBRIDGE SPORTS: MR. H. S. O. ASHINGTON WINNING THE LONG JUMP.

Mr. H. S. O. Ashington beat the record (made by himself last year) in the Long Jump by covering 23 ft. 6 in. He also won the High Jump, and thus made another record—that of having won, in his time, seven events in the Inter-University Sports.

Jan. 18, are proved by two of his sons, and Peter A. M. Hoare, the value of the property being £93,667. The testator gives the Apperley Court estate to his son Algernon Henry Peter Strickland, for whom provision has already been made; his town house and furniture and property in Gloucester to his six children; £300 to Henry Walter Drummond; £200 to Edward Moberley; legacies to servants; and the residue in trust for his five younger children.

SESSEL PEARLS



are perfect reproductions. Made by a secret process which imparts the sheen, delicacy of texture, and durability of the finest Oriental pearls. No pearl will stand more tests than ours, and we offer one hundred guineas to anyone who will show us a more perfect duplicate of the real pearl. Higher prices elsewhere do not mean that you can get a better reproduction—they simply mean "more profit."

Brochure No. 3 on request post free. Special attention paid to post orders.

Beautiful Collar of "Sessel" Pearls with plain Gold Clasp - £4 4 0

Real Diamond Clasps, with "Sessel" Pearl, Emerald, Sapphire or Ruby centre - from £2 2 0

"Sessel" Pearl Rings, Studs, Earrings, Scarf-pins in Gold Mountings - from £1 10 0

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(late Managing Director TERISA), and

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14, New Bond St., London, W.

(Directly opposite Asprey).

LOTUS

LOTUS look as charming on the feet as they do here, if carefully fitted. The best guarantee is one's own keenness at the time of purchase—no one can be half so interested as the wearer in getting comfort and satisfaction. Perfect fit is the key which opens the door to all the excellent work found in Lotus. The shoes themselves are beautifully made and delightful to wear.

One or more shops in every town keep good stocks, and have at their instant command every size and style. Ladies should write for a Lotus catalogue, an invaluable guide to all who take a pride in their shoes.

Letters:
Lotus Shoe Makers, Stafford.
Telephone:
No. 6989 London Wall.



Beautifully made and delightful to wear.

3201

ROBINSON & CLEAVER'S 'CASTLE' Collars have sound wearing properties. Faced with Linen woven in our Banbridge factory, every detail is studied during their manufacture in our own workrooms to render them distinguished in appearance and reliable in wear.



The latest shapes for 1914 are illustrated:

1. The D 40, a close-fitting double collar with square points. A dressy collar for summer town wear. 1½ and 2 in. deep.
2. The B 35, a square-fronted wing collar, compact and close-fitting, in 2 and 2½ in. depths.
3. The E 10, a new polo shape, with 2½ in. points and a depth at back of 1½ in., distinctly smart and comfortable, for present wear.

Although the cost of production has increased, we are still selling "Castle" Collars at an undvanced price of per doz. 1 5/11 Postage 3d. extra.

Sample Collar and List for Sixpence (Post Free).

ROBINSON & CLEAVER
40 D, Donegall Place, Ltd.
London BELFAST Liverpool

Whether the Holidays are wet or fine—

"Cravenette" (Regd.)

Weatherproof COATS are equally suitable.



"We have our 'Cravenettes,' we'll go on."

For Sporting purposes, in fact for outdoor wear generally, "Cravenette" Garments are the best possible wear. As they do not induce perspiration, fabrics treated by this process are perfectly hygienic, thus ensuring health and satisfaction to wearers.

For Motorists, "Cravenette" proofed materials are peculiarly suitable, being DUST proof as well as SHOWER proof.

The CRAVENETTE Co., Ltd., sell their stamp only to such goods as are suitable in quality for Shower and proof purposes. Therefore this stamp is a guarantee not only of Shower proof prior to, but also of the quality of the material.

The "Cravenette" PROOF has been awarded the certificate of the Incorporated Institute of Hygiene.

If any difficulty in obtaining "Cravenette" please write:

THE CRAVENETTE Co., Ltd. (Dept. 8), 10, Well Street, BRADFORD, who will put you in touch with Retailers able to supply you with the genuine article.

Over 30 years ago the late Lord Beaconsfield testified to the benefits he received from HIMROD'S CURE, and every post brings similar letters to-day.

HIMROD'S CURE for ASTHMA

FREE SAMPLE and detailed Testimonials free by post. Sold in 1/6 & 3/6. Bottles 1/6 & 3/6. Hulton Vaid & London. Also of the following LONDON Wholesale Houses—Newbery & Sons; Barclay & Sons; J. Sanger & Sons; W. J. Lewis & Sons; M. J. Roberts & Co.; Butler & Crisp; John Thompson, Liverpool, and all Wholesale Houses.

Attend to your lighting this Spring.



The above is a reproduction of an untouched photo, showing a dining-room lit by the B.T.H. "Eye-Res" System of Indirect Lighting. The photo was taken by the unaided light from the Mazda Lamps in the suspended fitting.

Indirect Lighting is to ensure the most beautiful lighting effect possible. In this system the light sources themselves are hidden by the ornamental bowl fixing, and the light from the Mazda Lamps is reflected by powerful X-Ray Reflectors on to the ceiling and thence diffused all over the room.

24-Page Brochure, describing this beautiful system, free on request.

THE BRITISH THOMSON-HOUSTON CO., Ltd.,
Mazda House, 77, Upper Thames Street, London, E.C.
Works: Rugby. Branches in all large towns.



To replace your existing electric lamps with Mazda Lamps—to use

Mazda DRAWN WIRE ELECTRIC L A M P S

exclusively—is to ensure for yourself the greatest satisfaction in lighting at the lowest possible cost. To instal the B.T.H. "Eye-Res" System of



FUNDS
£21,500,000.

REVENUE
£2,400,000.

SCOTTISH WIDOWS FUND

LIFE ASSURANCE SOCIETY.

BONUS DECLARATION.

The Directors have resolved to declare a Compound Bonus for the Five years 1909-13 at the rate of

34/- PER CENT. PER ANNUM COMPOUND.

This high rate has been maintained for 40 years.

Applications for Profit Policies should be made to the

HEAD OFFICE: 9, ST. ANDREW SQUARE, EDINBURGH,

G. J. LIDSTONE, Manager and Actuary.

or to the

LONDON OFFICES:—28, Cornhill, E.C., and 5, Waterloo Place, S.W.

"Britain's Best Babies"

Particulars of the Competition.

164,800 babies competed. Only babies between the ages of 12 months and 2 years were eligible.

Each baby was examined by a medical man, who gave a signed certificate.

The first prize was awarded to Baby Blake, who was fed on the "Allenburys" Foods.

The Competition was promoted and carried out by the proprietors of the "Daily Sketch" Newspaper. The Competition was entirely independent in character.



Parents' Remarks.

Mother of the 1st Prize

writes: "He did splendidly on it (the 'Allenburys' Foods). Cut his teeth without any trouble and to time."

Mother of Baby Client

writes: "She was brought up on your Foods in rotation, and looks well and healthy."

Mother of Baby Shrimpton

writes: "He was 'from birth brought up exclusively upon Allen & Hanburys Foods."

Father of Baby Desborough

writes: "She was entirely fed on your Foods and Rusks."

The National Physical Welfare £1,000 Competition



A REMARKABLE TRIBUTE TO
The Allenburys' Foods

The Simplest and Best Method of Infant Feeding

DINING ROOM FURNITURE



AN ELABORATELY CARVED OAK
COURT CUPBOARD IN THE
STYLE OF THE XVIIIth CENTURY

CARRIAGE PAID

CATALOGUES FREE

MAPLE & CO LTD

TOTTENHAM COURT ROAD W
PARIS BUENOS AIRES MONTE VIDEO

EASTER RAILWAY ARRANGEMENTS.

It is announced by the Great Central Railway Company that passengers who book early in advance by their Easter express excursions will have a seat reserved for



A PRIZE THAT WAS WON BY SUNLOCH FOR HIS MASTER: THE 1914 GRAND NATIONAL TROPHY.

The Cup is of silver, and the handles and mouldings bear a design representing laurel leaves. On the shield borne by the winged figure with the clarion is the inscription, "Grand National Trophy, 1914." It was designed and made by Messrs. Elkington and Co., Ltd., of Liverpool; also of London, Birmingham, Manchester, and Glasgow.

them without extra charge on the trains leaving Marylebone on Thursday, April 9. This will avoid all overcrowding, and obviate the necessity of rushing to the station a considerable time before the train's departure to secure a seat. Full particulars of this special arrangement, also of week-end tickets, frequent day and half-day facilities to the picturesque villages of the Chiltern Hills, Vale of

Aylesbury, etc., low fares for walkers and cyclists available from Marylebone by any train on any day, are contained in the Easter Programme, copies of which can be obtained at Marylebone Station and agencies, or by post from Publicity Department, 216, Marylebone Road, London, N.W.

In the Easter programme of the Great Northern Railway Company, just published, will be found a very comprehensive list of excursions. For example, on Thursday, April 9, a special express excursion for five, eight, or eighteen days will be run to Edinburgh, Glasgow, Dundee, Perth, Aberdeen, Inverness, etc., and light refreshments at the usual charges will be provided; also on April 9 express excursions will be run for five, six, or eight days to many stations in the North-Eastern District, Yorkshire, Lancashire, Derbyshire, Nottinghamshire, Lincolnshire, and Norfolk. Week-end tickets usually issued on Fridays and Saturdays will also be issued on Thursday, April 9, whilst Saturday-to-Monday tickets will be available for return on Tuesday, April 14, in addition to the Sunday and Monday. The full programme of all Easter excursions to 500 stations can be had at any Great Northern station or office, or of the Superintendent of the Line, Dept. 54, King's Cross Station, London, N.

Easter excursion tickets, available for fifteen days, will be issued by the South-Eastern and Chatham Railway to Paris on Thursday, April 9, by special services leaving Victoria (S.E. and C.R.) at 1.40 p.m., via Folkestone and Boulogne, and at 3.50 p.m., via Dover and Calais. Other Continental trips include a special service to the French Riviera, via Dover and Calais, by which cheap tickets to Cannes, Nice, Monte Carlo, Mentone, etc., will be issued. Cheap return tickets, available for eight days, will be issued from Charing Cross to Boulogne from April 8 to 13, inclusive, between which dates the Casino at Boulogne will be open. There will be an open golf meeting at Le Touquet from April 10 to April 14. Cheap tickets will also be issued to Brussels, and to Amsterdam and other Dutch towns. For those who prefer to spend their Easter holidays in the South-East of England, the special week-end tickets are very convenient. Full particulars of the Continental and Home excursions, etc., are given in the special Holiday Programme and Supplement, to be obtained at any of the Company's stations or agencies.

One of the most striking of recent posters is the new comic map of London, executed by Mr. MacDonald Gill for the Underground Railways. It is a large pictorial map of the Metropolis, showing the chief streets and buildings, the parks and the

river, and the Underground stations. It is crowded with detail of a humorous character, the peculiarities of every district being happily parodied, and it forms an abundant source of amusement. Passengers on the Underground lines almost wish they had longer to wait at the stations when they become interested in this most entertaining poster.

It is announced by the South-Eastern and Chatham Railway that the Calais-Bale express, composed of first and second class corridor carriages and dining and sleeping cars, is now running in connection with their new 4.30 p.m. service from Charing Cross on Wednesdays and Saturdays, and will run on every week-day from May 1. From the latter date it will be greatly accelerated, especially so far as its Italian connections are concerned, and the arrival time at Milan will be three hours earlier than formerly.



PRESENTED TO THE QUEEN BY MESSRS. LEVER BROTHERS ON THE OCCASION OF THEIR MAJESTIES' VISIT: A CASEKET CONTAINING AN ALBUM OF VIEWS OF PORT SUNLIGHT.

When the King and Queen, during their recent tour in Cheshire, visited the famous soap works and model village of Messrs. Lever Brothers at Port Sunlight, the casket and album shown above were presented to her Majesty as a souvenir of the occasion.

SOUTH EASTERN & CHATHAM RY.

EASTER ON THE CONTINENT.

CHEAP FARES from certain London Stations.

Destination.	Days Valid.	Return Fares.
PARIS (via Calais or Boulogne) ...	15	59/4 39/11 30/-
BOULOGNE ...	8	29/6 — 14/-
Do. ...	8	30/- 25/- 17/10
BRUSSELS (via Calais or Boulogne) ...	15	59/3 38/3 25/-
Do. (via Ostend) ...	15	49/9 31/6 20/3
AMSTERDAM (via Flushing) ...	15	44/9 30/11 —
CALAIS ...	3	24/- 15/6
Do. ...	8	31/6 26/6 20/6
CORSICA (AJACCIO) ...	25	147/3
OSTEND ...	3	31/10 23/10 15/9
FRENCH RIVIERA (via Calais) ...	30	132/-

EASTER IN THE GARDEN OF ENGLAND.

Return Fares.	Return Fares.
1 Cl. 2 Cl. 3 Cl.	1 Cl. 2 Cl. 3 Cl.
Bexhill ... 14/- 10/6 8/-	Martin Mill 18/6 12/6 9/-
Birchington 15/- 11/- 8/-	Ramsgate ... 15/- 11/- 8/-
Broadstairs 15/- 11/- 8/-	Rye ... 16/- 12/- 9/-
Canterbury 14/- 10/6 8/-	St. Leonards 14/- 10/6 8/-
Deal ... 18/6 12/6 9/-	Sandgate ... 17/6 12/6 9/-
Dover ... 17/6 12/6 9/-	Sandwich ... 18/6 12/6 9/-
Folkestone ... 17/6 12/6 9/-	Tunbridge Wells ... 8/6 5/6 4/6
Hastings ... 14/- 10/6 8/-	Walmer ... 18/6 12/6 9/-
Herne Bay ... 14/- 10/- 7/-	Westgate ... 15/- 11/- 8/-
Hythe ... 17/6 12/6 9/-	Whitstable ... 14/- 10/- 7/-
Littlestone ... 16/- 12/- 9/-	Town ... 132/-
Margate ... 15/- 11/- 8/-	

WEEK-END TICKETS TO THE ABOVE STATIONS AVAILABLE BY ANY TRAIN (Mail and Boat Expresses excepted) from LONDON and certain Suburban Stations on April 9th, 10th, 11th and 12th, available for return up to April 14th, inclusive, but not on day of issue.

DAY AND HALF-DAY EXCURSIONS ON GOOD FRIDAY, EASTER SUNDAY, and EASTER MONDAY from LONDON to certain Seaside and Country Stations.

CRYSTAL PALACE (HIGH LEVEL) on EASTER MONDAY. Cheap Return Tickets (including admission) from London.

For particulars of Excursions, Alterations in Train Services, etc., see Easter Holiday Programme, obtainable at any of the Company's Agencies or Stations.

FRANCIS H. DENT, General Manager.

EASTER TRAVEL BY G. N. R.

KING'S CROSS STATION.

QUICKEST ROUTE TO

Grimsby, Wakefield, Leeds, Bradford, Halifax, Huddersfield, Hull, Harrogate, Newcastle, Edinburgh, Perth, Aberdeen, &c.

Week-End Tickets (Friday to Tuesday) will be issued on Thursday, 9th, and Saturday to Monday Tickets will be available for return on Tuesday, 14th April.

Restaurant-Cars on principal day trains. Sleeping Cars on most of night trains.

Excursions at suitable times and for convenient periods will be run from King's Cross to over 500 stations on Thursday, 9th, including bookings to Edinburgh, Glasgow, Perth, Dundee, Aberdeen, Inverness, etc., for 5, 8, or 18 days, and to the principal stations in the provinces for 5, 6, or 8 days.

EXCURSION AND TOURIST PROGRAMMES

gratis at any G.N. Station or Office, or of Supt. of the Line, Dept. 54, King's Cross Station, London, N.

TRAVELLING COMFORT

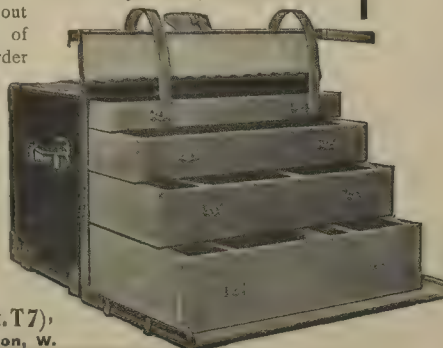
FOOT'S PATENT "EUREKA" TRUNK.

The bottom is as accessible as the top. Any article can be instantly removed without disturbing the remainder of contents. Ensures perfect order and economises space. No heavy trays to lift. No Crushing. No Confusion. Made in six sizes, with 2, 3, or 4 drawers, which can be divided to suit customers' requirements.

Write for Booklet, "TRUNKS FOR TRAVELLERS," No. 7.

Sole Makers—

J. FOOT & SON, Ltd. (Dept. T7),
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SUFFERERS FROM SKIN TROUBLES!

DO YOU REALISE

that to go through life tortured and disfigured by itching, burning, scaly and crusted eczemas, rashes, and other skin and scalp humors is, in the majority of cases, unnecessary? Cuticura soap and Cuticura ointment afford immediate relief in the most distressing cases, when the usual methods fail. They have also proved most valuable for the treatment of pimples, blackheads, redness and roughness of the face and hands, dandruff, itching, irritated scalps with dry, thin and falling hair, as well as for irritations and chafings of infancy and for all purposes of the toilet, bath and nursery. For liberal sample of Cuticura soap and ointment sent free with 32-p. Skin Book, address post-card to F. Newbery and Sons, 27, Charterhouse Square, London, E.C.



The "LISTER-BRUSTON" AUTOMATIC ELECTRIC LIGHT PLANT

STARTS & STOPS ITSELF

No Engineer & no large battery needed. Nearly 1000 plants in use. Can be seen working daily at - 47, Victoria St., Westminster, SW. REFERENCES, CATALOGUES & PRICES FREE ON APPLICATION TO R.A. LISTER & CO. 12 DURSLEY GLOS



Sir Archibald Downy, Bart., Cardross Park, Cardross, Dumfriesshire, writes: "Your Automatic Plant has been in use here for about two years & has given me every satisfaction. The small battery seems to be in good order. The plant is looked after by my motorman & he tells me that it gives him no trouble whatever."

Hooping-Cough

The Celebrated Effectual Cure without Internal Medicine.

ROCHE'S

Herbal Embrocation

will also be found very efficacious in cases of BRONCHITIS, LUMBAGO, AND RHEUMATISM.

Price 4/- of all Chemists.
London—Edwards, 157, Queen Victoria St. Montreal—Lyman, Ltd., St. Paul St. New York—Fougera & Co., 90, Beekman St. Paris—Roberts & Co., 5, Rue de la Paix.

93
HONOURS
AND
AWARDS

The softest and most
decorative light for the
Dining Table and
Pianoforte.

PRICE'S CANDLES

GRAND PRIZE PARASTRINE
SHADE CANDLES,

for use with Shades that descend automatically

GOLD MEDAL PALMITINE CANDLES
for ordinary Dining and Drawing Room use.

PARASTRINE PIANO CANDLES
are especially recommended for use with shades, and

PRICE'S PIANO CANDLES
for use without shades.

Of all Dealers in High-grade Candles.

PRICE'S PATENT CANDLE
COMPANY LIMITED,
London, Liverpool, Manchester, Glasgow.



ELLIMAN'S



READ the Elliman E.F.A. Booklet, 72 pp., enclosed in the wrappers of bottles of Elliman's Royal Embrocation for use on animals 1/-, 2/- & 3/6; also READ the Elliman R. E. P. Booklet, 96pp., illustrated, which accompanies bottles of Elliman's Universal Embrocation for Human Use. 1/11, & 2/9.

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GREEN.

Famous
GRANDE CHARTREUSE
Liqueurs

YELLOW.



THE
BEST
TABLE
WATER.



VICHY-CÉLESTINS

for disorders
of the

LIVER

Gout Gravel Diabetes
Rheumatism and all Ailments
arising from Uric Acid.

CAUTION: See that each bottle has a neck label with "VICHY-ÉTAT"
and the name of the Sole Agents,

INGRAM & ROYLE, LTD., LONDON, LIVERPOOL, & BRISTOL.

At all Hotels, Chemists, Stores, Etc.

The Natural Mineral Water.

THE 66 "SWAN"

BEST OF ALL FOUNTAIN PENS.

All Stationers sell "Swans." We maintain in perfect order.
Every "Swan" is guaranteed. We allow for other and old pens.
We can match any steel pen.

Prices—
from 10/6



Catalogue free on request.

MABIE, TODD & CO., 79 & 80, High Holborn, London, W.C.

SMITH'S N° 1 Smoking Mixture

The art of blending fine tobaccos into a fine mixture is a delicate matter only to be achieved by long experience.

Years of patient experiment and careful thought have gone to the making of Smith's No. 1 Mixture, which bids fair to become as famous as the celebrated GLASGOW MIXTURE, the work of the same manufacturers.

The lighter flavour of the Virginian leaf and the richer quality of Latakia have been very carefully balanced in this cool and pleasant tobacco.

2oz. Lead Pkts. 1/3
4oz. Oval Tins 2/6
4oz. Airtight 2/6
8oz. Oval Tins 5/-

If your tobacconist does
not stock it ask him
to procure it for you.

Smokers from Scottish
Fiction—
"Jeremiah
Cleishbotham."

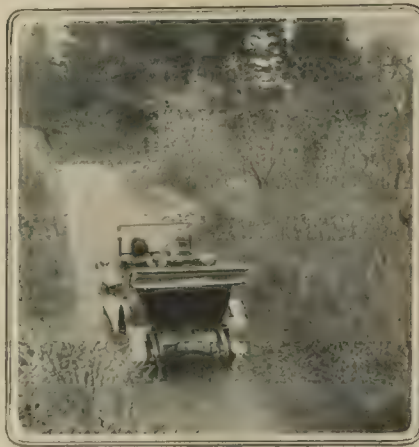


THE CHRONICLE OF THE CAR.

A Matter of Control.

It is rather difficult to understand, in these days of the almost universal vogue of motoring, why those in authority will persist in restricting speed by restriction as the one and only measure worth anything in the problem of the safety of the streets. Let a series of accidents happen, of a nature likely to arouse a certain amount of public resentment, and we immediately have an outcry against motors and motorists, backed with the inevitable suggestion that it is time still more restrictions were placed upon speed. Now it might have been thought that, as nearly everyone nowadays has something more than a passing acquaintance with the car and its capabilities, the elementary fact had been grasped that speed by itself does not necessarily mean danger, and that dangerous driving may happen equally at two miles an hour or forty. This is an aspect of the case which I have in mind more than one occasion in this column, and I should not trouble to press the point again only that I have seen a lot in the public prints lately bearing on this subject and urging that more speed-restrictions are necessary, particularly in London.

If only these advocates of speed-restrictions would take the trouble to look at all the evidence, I do not think they would be so ready to jump to the conclusion that therein lies the one and only remedy for street dangers. If we look, for instance, at the attitude of the police, who may be supposed to know at least something about the matter, we find that they are absolutely against speed-limits, and invariably express themselves as being content with the ample powers they possess for dealing with really dangerous driving. They make the valuable point that it is congestion more than speed that makes for danger, and, all other things being equal, the faster the traffic can be passed through the streets the less the danger to everyone. I pass over the other police argument that special limits are almost impossible to enforce in crowded areas, because that has no relation to danger. Now, as I have pointed out, it is congestion which all the statistics go to show is the principal cause of accident; but the report of the London Traffic Branch of the Board of Trade argues that, after congestion passes a particular point, it actually makes for greater safety, and takes the City of London as an example. I do not want to join issue with so eminent an authority as Colonel Hildard, but I think that this argument wants careful examination before it can be accepted as gospel. Certainly, accidents in the City occur in a far lower proportion to traffic mileage than in any other part of London, but I do not think it is safe to



TOURING IN WALES WITH A 16-20-H.P. WOLSELEY TORPEDO-PHAETON: CLIMBING THE HILL AT DOLANOG FALLS.



A WELL-KNOWN FRENCH ACTRESS AND HER NEW CAR: Mlle. MISTINGUETT IN HER LATEST 20-30-H.P. PEUGEOT COUPE.

predicate that this is in consequence of the greater traffic congestion within the City area. Rather do I think it arises from the admittedly better control of traffic by the

police. Of course, in justice to the police of Greater London, it must be admitted that the City police have greater powers for dealing with offenders, particularly as regards the separation of the slow and fast traffic streams. However, the recently passed bye-law of the L.C.C. relative to the keeping of the slower components close in to the near side does a lot to put the Metropolitan police on an equality with the City men, and it will be interesting to see whether its working will have any effect on the tale of accidents.

The argument that emerges is, to my mind, that accidents are not primarily connected with speed *qua* speed, but are in direct ratio to the measure of control vested in the police and to the amount of care exercised by each form of traffic, pedestrian as well as vehicular. Certain it is that we shall not appreciably diminish the number of accidents by imposing further limitations on speed—as, indeed, all statistics and records go to show. Argue as we may, we cannot get behind the figures, which indicate that more accidents occur at low speeds than at high.

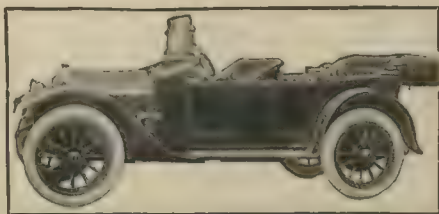
A New Rochet-Schneider Model.

Messrs. Rochet-Schneider have just introduced a new "thirty-forty," designed primarily for carrying the fashionable, heavy, closed body for town, and fast, comfortable touring work. As is implied by its rating, this new car is a very able vehicle indeed, and during a recent road trial I found it all that the most exacting motorist on the look-out for a car of the class could desire. On the level it is possibly not as fast as some cars of its rated power, though I found on a straight, level stretch of road that it was capable of a speed in excess of sixty miles an hour, which is certainly quite fast enough for most. It is when the car is asked to do "collar-work," though, that its qualities can be best appreciated, for it is a really magnificent hill climber, and thus is capable of maintaining a very high average speed over give-and-take roads. It is very silent both as to engine and gears, easy of control, and with wonderful acceleration. Moreover, it has all that beautiful ease and delicacy of steering which I have before remarked upon as being characteristic of the Rochet-Schneider in its various models. It is a car which one can drive all day without feeling the least sense of fatigue due to the operation of steering—that tired feeling which in some cars comes over one quite early in the day's run. Messrs. Rochet-Schneider ought to do very well with this latest addition to their list.

"Back to the Road." Readers of these notes may remember that some little time ago I mentioned the record of Mr. Leycester Harwell, (Continued overleaf.)

Oakland

FOR EASTER TOURING



26 h.p. OAKLAND fitted with Torpedo body, complete with hood, top, cover, screen, dynamo lighting, five electric lamps, horn, spare tyre and spare rim, tyres 875 x 105, pump, jack, and tyre levers £250



40 h.p. 6-cylinder OAKLAND fitted with interior drive limousine body, complete with Delco self-starting, lighting, and ignition system, electric lamps, horn, pump, jack, etc. £600

MANUFACTURERS' DEMONSTRATION CARS AT BARGAIN PRICES.

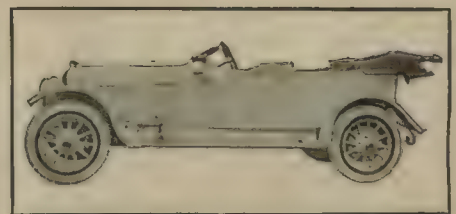
WE have for disposal these demonstration cars which are guaranteed to be in perfect condition and will carry the manufacturers' usual 12 months' guarantee from the date of purchase.

1914 15-20 h.p. 4-CYLINDER,

5-seater body fitted with the famous Delco Self-Starting, Lighting, and Igniting Outfit and full modern equipment. Price with all accessories £325

2-SEATER £320
CHASSIS £300

OAKLAND MOTOR CAR CO., LTD.,
169, SHAFTESBURY AVENUE, LONDON, W.C.
Telegrams: "Oakarco, London." Telephone: Recept 523.



40 h.p. 6-cylinder OAKLAND fitted with streamline torpedo body, complete with Delco self-starting and lighting system, tyres 880 x 120, including spare tyre, five electric lamps, £475
Klaxon horn, etc.



15-20 h.p. OAKLAND fitted with five-seated body, Cape Car hood, hood cover, screen, dynamo lighting, five electric lamps, horn, pump, jack, tyre levers, petrol pressure installation £225



20-h.p. "D" Front Landaulette.

THE Arrol-Johnston Landaulette is the car par excellence for the many occasions when an elegant, comfortable conveyance is in demand.

THE product of a £100,000 Factory, and with high-grade coach-work mounted on a sweetly silent PROVEN chassis, the car is yet sold at a moderate figure, because the money spent goes into the Cars.

BRIEF Specification: To seat six, including driver, and fitted with 4-cylinder Engine (91 x 140 m/m), 820 x 120 m/m Grooved Dunlop Covers, Detachable Steel Wheels, Spare Wheel with Tyre, Electric Engine Starter, Electric Lamps, Horn, Electric Roof Light, etc., price £580.

ARROL-JOHNSTON, LTD., DUMFRIES.

London Agents—LONG ACRE AUTOCAR CO., Ltd., 127, Long Acre, W.C.

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30/50 h.p. LIMOUSINE.

FOR IMMEDIATE DELIVERY

The following magnificent Cars are now in our London Showrooms, and are ready for immediate delivery:—

30/50 h.p. Limousine (6-cyl.)

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17/25 h.p. Touring Car.

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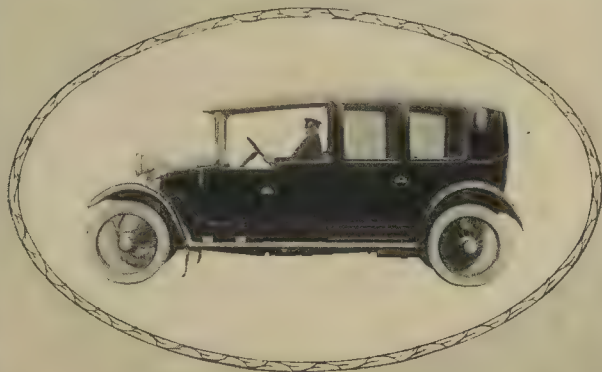
17/25 h.p. Limousine.

Call and inspect these Cars, or write for 1914 Catalogue.

Sir W. G. ARMSTRONG, WHITWORTH & CO., LTD.,
183, Blenheim Street, New Bond Street.

Elswick Works: Newcastle-on-Tyne.

Manchester: 114, Deansgate.



FOR the lover of comfort, for the man or woman who desires to travel in arm-chair ease, unconscious of the engine's beat and free from the jar of changing gears, there is but one car—the Lanchester.

The special form of springing, the silent worm-gearing and the roomy body with wide doors and easy access, afford a comfort unattainable in other cars.

Lanchester

BIRMINGHAM: LONDON: MANCHESTER:
Armourer Mills. 95, New Bond Street. 88, Deansgate.

Chassis with tyres and detachable wheels.

10 h.p. - £260
20 h.p. - £375
30 h.p. - £550



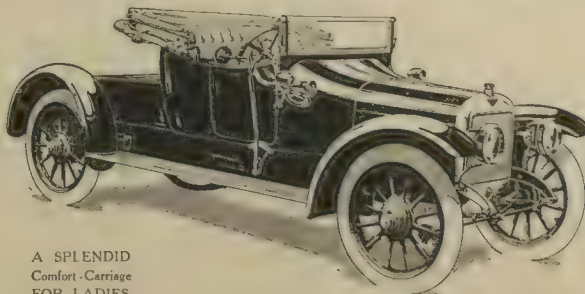
SOCIETY'S CHOICE.

THE COURIER 2 - SEATER.

The 10 h.p. (R.A.C. Rating) Austin, equipped with Austin-designed and built two-seater body, painted and trimmed to client's own selection from standard materials. Victoria hood in canvas, dickey seat for one person, double folding wind-screen, paraffin side and tail lamps, Lucas acetylene head-lights and generator, detachable wheels (810 mm. by 90 mm.) and one spare, with plain Dunlop tyres, metal valances, horn, and kit of tools.

£377 10s.

The lasting smartness of Austin cars makes them suitable for the most commanding social function. By the tasteful nature of the various models Austins have earned recognition in the highest circles, where only the finest meets with approval. For the Lady-driver there are no better cars than Austins. Simple and efficient, they make driving for ladies as easy and as safe as for gentlemen.



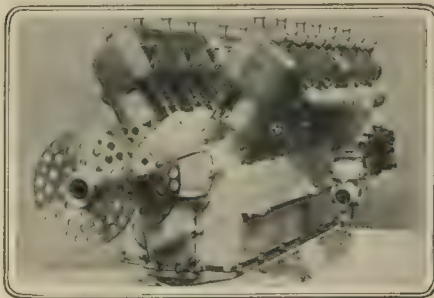
A SPLENDID
Comfort-Carriage
FOR LADIES.

THE AUSTIN MOTOR COMPANY (1914), LTD.,
LONGBRIDGE WORKS, NORTHFIELD, BIRMINGHAM.

London: 479 to 483, Oxford Street (near Marble Arch), W.
Also at Paris, Manchester, and Norwich.

Continued

one of the pioneer British motorists, who has not travelled by train for over nine years, all his travelling being done by car. Messrs. Clement Talbot have sent me a most interesting booklet, in which is embodied a summary of Mr. Barwell's journeyings by road, bearing the title which heads this paragraph. In it is set forth the fact that in the nine years Mr. Barwell has motored no fewer than 139,148 miles, of which rather more than 100,000 have been done on Talbots. The first Talbot owned by this motorist of motorists was a 12-h.p. car, which was purchased in 1903 and is still in use. This car has now completed over 85,000 miles, its 1913 record alone being close up to ten thousand. In 1910 Mr. Barwell acquired a 20-h.p. six-cylinder Talbot, whose mileage record to date is rather more than 20,000. It is interesting to remember that the old Talbot was the means of getting Mr. Barwell fined for exceeding the twelve-mile speed-limit before the present Motor Car Act, with its twenty-mile limit, was even passed. And yet the car is still in commission and doing excellent service! Mr. Barwell may well say that if he were the buyer of a new car it would be a Talbot.



MOTIVE POWER FOR HUMAN FLIGHT: A 225-H.P. TWELVE-CYLINDER SUNBEAM AVIATION ENGINE.

Kilburn, and so exact is the work, so finished in appearance, that a re-tread is scarcely distinguishable from a new tyre. During the re-treading, when the rubber has been stripped off, it is sometimes found that the casing requires strengthening, and it is good policy to have this done, for although it is inevitable that material

and labour should add slightly to the cost of the job, the extra expenditure will come back in the shape of increased mileage.

Fifty Miles to the Gallon.

Particulars are just to hand from South Africa of the latest contest for the Siddeley Cup—an annual event held by the R.A.C. of South Africa. It took the form of a trial over a distance of 71 miles, and was won by a 9.5-h.p. Standard car carrying three passengers. A remarkable petrol-consumption record was set up, the car doing 50.7 miles to the gallon, the ton mileage, curiously enough, being identical at 50.71 ton miles per gallon. These are really excellent figures, and the whole performance as recorded is a most meritorious one.

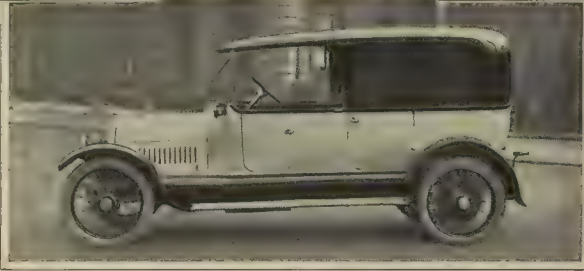
A New Lock-Nut. Nothing is more annoying to the motorist than to find nuts shaking loose on his car. True, this trouble does not occur as often as at an earlier date in the history of the car, but I suppose we are all familiar with those few obscure nuts



A LONDON MOTORIST'S NEW CAR OF ELEGANT DESIGN: A 40-H.P. SIX-CYLINDER OAKLAND COUPÉ.

The car is fitted with Delco self-starting, lighting and ignition apparatus, and with detachable rims. The coach-work is elegant in design and of first-rate quality. This car was supplied recently to Mr. F. T. G. Dawson, of Regent's Park.

An Easter Touring Note. At this season many motorists are preparing for the inevitable Easter tour, and, naturally, tyres will come in for inspection, and possibly for re-treading. In this connection the Dunlop Company ask me to say that they will accept orders up to Monday next, April 6, and will guarantee to return the rejuvenated covers before the following Thursday. A special re-treading department has been installed at the company's factory at



THE MAHARAJAH OF HUTWA'S NEW CAR: A 20-30-H.P. CADILLAC.

The coach-work is English, and one special feature is the glass, which is violet-tinted, to subdue the strong sun-rays when the car is used in India.

Photo. Randle.

BUILT FOR A CEYLON MOTORIST: A 17-25-H.P. ARMSTRONG - WHITWORTH LONG - WHEELBASE TOURING - CAR.

The special sun-shades made by Messrs. Brown, Hughes and Strachan are of a gold-tinted fabric lined with green. The body is olive-green with broad lines of gold leaf. The car has a C.A.V. lighting outfit and Beatonson screen.

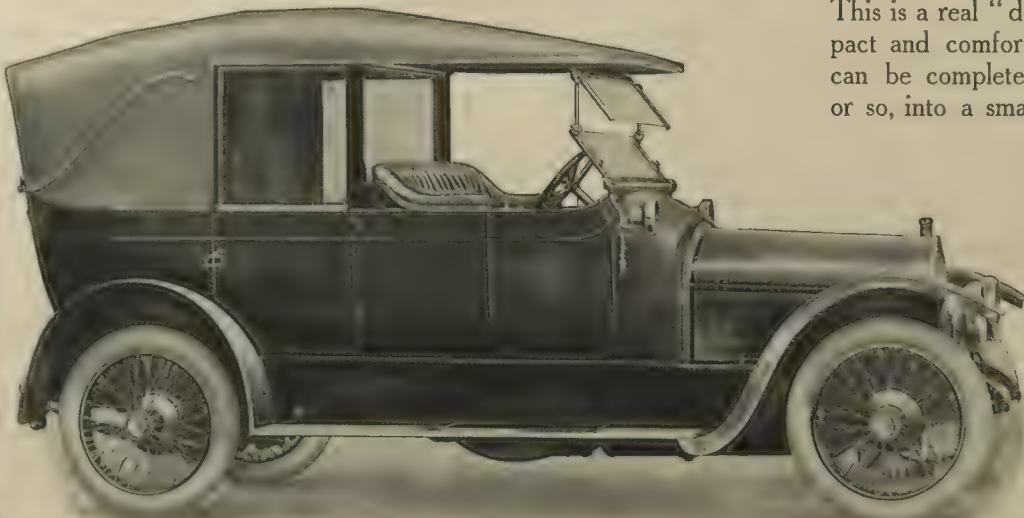
and bolts that simply will not keep up tight. For the elimination of this trouble many devices have been placed on the market, and now still another has been brought to my notice. This is termed the "Vislock," which is essentially a double nut of which the lower half forms a collar or socket into which an extension of the upper member is hydraulically pressed. The upper part and its extension carries the thread. When the nut is run on to its thread, the spanner is made to embrace

(Continued overleaf.)

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"A complete range of high-grade Motor Carriages for every possible purpose."

THE WOLSELEY 16-20 h.p. CABRIO-PHAETON.



This is a real "double-purpose" car—a compact and comfortable closed carriage, which can be completely transformed, in a minute or so, into a smart torpedo touring phaeton.

SPECIFICATION.

16-20 H.P. FOUR - CYLINDER ENGINE—3 ⁷/₈ in. bore x 4 ¹/₂ in. stroke. R.A.C. Rating 20.3. Four speeds and Reverse. Tax £6 - 6 - 0.

BODY—Flush - sided, to seat six, with taper bonnet and deep scuttle; all levers enclosed.

HEAD & CANOPY—Best waterproof canvas, integral with body.

TRIMMING—In best leather to match painting.

SCREEN—Triple-jointed. Adjustable in any position.

WHEELS—Four R.W. detachable wire wheels, with 820 x 120 mm. tyres.

C.A.V. Electric lighting dynamo, model "E" switch-board and accumulator.

Horn and full kit of tools.

Price £580

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EAST COWES,
I.O.W.

INVINCIBLE TALBOT

Easter Touring at its *BEST*.

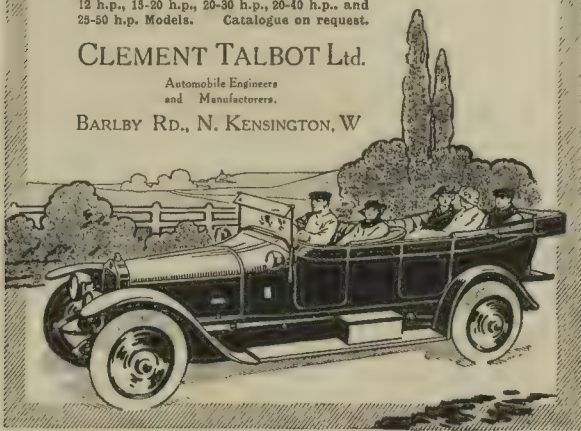
—to be free to choose your route undeterred by hills however steep—to travel the worst of roads in the restful comfort of this well-sprung car—to know that *nothing* but an unusual respect for speed decrees can limit the daily sequence of enjoyable miles in your Talbot Touring Car.

12 h.p., 15-20 h.p., 20-30 h.p., 30-40 h.p. and 25-50 h.p. Models. Catalogue on request.

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SWEEPING VICTORY FOR

BUICK

CARS IN THE

TOUR DE FRANCE

3,000 MILES RELIABILITY TRIAL

BUICK CARS
SECURED **SIX PRIZES**

and were the only complete team to finish. The Tour de France is the longest and most severe Trial held in Europe, and the magnificent result further demonstrates the

Reliability

of the Buick Car.

In the RUSSIAN IMPERIAL AUTOMOBILE CLUB Trials of 1912 the Buick Car won the Gold Pokal with a perfect score.

In the TOUR DE FRANCE of 1913 the Buick Car won the best position with perfect score.

A Buick car has just succeeded in climbing the ANDES Mountains, and is the ONLY CAR that has ever achieved this marvellous feat.

15-18 h.p. TWO-SEATER £225
15-18 h.p. FIVE-SEATER £245

Complete with BOSCH MAGNETO, hood, hood cover, screen, 5 lamps, horn, tyre carrier, 810 x 90 mm. Michelin Tyres (2 plain and 2 non-skid), jack, pump, tool box and tools. No extras.

NO UNNECESSARY COMPLICATIONS.

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Bedford House, Long Acre, London, W.C.
Telephone: Gerrard 6526 (3 lines). Telegrams: "Buickgen, London."

The Reliability of the . . . 12-h.p. ROVER.

"BAKER STREET, FENTON, STOKE-ON-TRENT,
February 26th, 1914.
"THE ROVER COMPANY, LIMITED, COVENTRY.

"DEAR SIRS,

"I wish to let you know how the 12 h.p. Car has behaved since I bought her, as she has now done 11,000 miles. I can quite believe your advertisement in 'The Motor,' as I have not paid a single penny for repairs since Mr. Pepper delivered her over to me, and she has never had one day's rest since I bought her.

"Last week-end I went to Lewes and back, averaging 22 miles per hour for the distance of 444 miles including all stops. I never touched the car save to turn the grease caps and oil her at the other end.

"The magneto has never been touched at all, and I have ground the valves in myself twice only.

"You may make what use you like of this letter. I am very pleased indeed with the Car, and would not change her for any other I have yet seen. I have only been passed on the road once by anything. I may say that I have been instrumental in getting four gentlemen to buy Rover Cars, because I think they will be quite satisfied with them.

"Yours faithfully,

"(Signed) CECIL H. HOPWOOD."

The ROVER CO. Ltd., Meteor Works, Coventry,
and at
59-61, New Oxford St., London, W.C., and 16, Lord Edward St., Dublin.

The **ADLER** Team

in the SWEDISH RELIABILITY TRIALS, 1914,

was, of all competing teams, the **only one to complete** this run of unexampled difficulty.

They were awarded

THREE PRIZES OF HONOUR

including the SECOND PRIZE for HILL-CLIMBING and RUNNING.

The Trial was on the worst imaginable roads, through snow, ice, and mud. 61 Cars started—ONLY 16 Cars finished—including the Adler Team, consisting of two 14-18 and one 35-45. Examination after the Run proved the THREE ADLER CARS, which were of the STANDARD TOURING TYPE and TAKEN FROM STOCK, to be ENTIRELY FREE FROM DEFECTS, neither GEARS, CHASSIS, SPRINGS, nor AXLES showing any signs of the arduous journey.

Sole Concessionaires:

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STELASTIC GREATER MILEAGE TYRES.

PUNCTURELESS

NON - SKID.



DEPOTS

EVERYWHERE.

STELASTIC TYRES, LIMITED,
76, York Street, Buckingham Gate, London, S.W.

SELF-ADJUSTING
BLADE
CLIP

HINGED
BACK FOR
EASY CLEANING

STRONG SPRING
CATCH HOLDS BLADE
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LATHER CUP

YOU SHAVE! WHY NOT SAVE?

Be your own barber but use a
"Star" Safety Razor.

Its blade is of the finest Sheffield Steel, hollow-ground, and good for a life-time—no continual expense for renewals as with the "Wafer" blade. Note the lather-cup frame—the lather cannot run down the handle.

The "STAR" is the Most **Comfortable** and **Economical** Razor to use. It is therefore the only one for you.

Send for List and
have your choice

5/6 to £5.

7/6

For Set with
Silver-plated
Frame and
Handle in
Velvet-lined
Case.

POST
PAID.

Of all High-class Cutlers or
MARKT & CO. (LONDON), LTD.
98/100, CLERKENWELL RD.,
LONDON, E.C.

Continued.
both upper and lower sections; it is screwed up tight, and then the spanner is shifted to the upper section and a slight turn locks it up. It is rather difficult to describe properly so that its simplicity may be grasped, but it looks to me like a very good thing. Manufacturers particularly would do well to investigate this device.

An Aviation Note. In a recent note I deplored the fact that British engine-constructors do not appear to be fully alive to the fact that there is a magnificent opening for motors for aviation. Two or three of the leading motor-car firms, it should be said, are interesting themselves very closely in this direction, and one at least has achieved a considerable measure of success. This is the Sunbeam Company, one of whose engines has been flying regularly at Brooklands for some time; and it is interesting to hear that it is so well thought of that both Sopwith and A. V. Roe have ordered Sunbeam motors of 150 h.p. for the *Daily Mail* flight round Britain in the summer.
W. WHITTALL.

"ALMOST FAIRYLAND."

MR. JOHN MORGAN RICHARDS has proved himself to be a veracious as well as picturesque chronicler of the charms of the Isle of Wight, where, at Steephill Castle, Ventnor, he has for many years made his home. "Why not 'Fairyland' without the qualifying adjective?" he asks, and he goes on to assure his readers that although The Blessed Damozel may not appear every morning on the peak of St. Boniface "with three lilies in her hand and seven stars in her hair" there is romantic beauty enough in the island to satisfy even the most ardent dreamer and enthusiast. Those who know the Isle of Wight will echo the praises of the place which the author loves so well, and they will read with unbroken interest the description of the peaceful and pleasant life led by Mr. and Mrs. Morgan Richards and their family, and especially the tender references to their daughter Pearl, who played as a child upon the sands, and was destined in after life to become world-famous as the brilliant novelist, dramatist, and essayist, "John Oliver Hobbes." That Mrs. Craigie owed not a little of her fine brain and keen literary instinct to heredity is undoubted; and the details which are given in this volume concerning her girlhood and home life before her marriage will be read with keen interest, not only in England and America, but in every quarter of the globe. The hospitality and broad sympathies of Mr. and Mrs. Morgan Richards, as well as their artistic and literary proclivities, brought within their circle of friends many literary and artistic celebrities and workers in the worlds of religious and philanthropic effort, and "Almost Fairyland" (John Hogg)

is as interesting from the personal point of view as it is as a picturesque chronicle of life in the delightful Island to which no less a poet than Tennyson owed inspiration, and in which for many years he made his home. The volume is illustrated with many views and portraits.

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

HERMAN HOLMS (New York).—We are much obliged for your letter, and have made some use of the material, as you see.

W. H. TAYLOR (Westcliff-on-Sea).—Thanks for problems, which we hope to find up to your usual standard.

W. TALBOT (Olney).—Nearly every one of our solvers correctly surmised that the Pawn should have been on Q B 2nd, and answered accordingly.

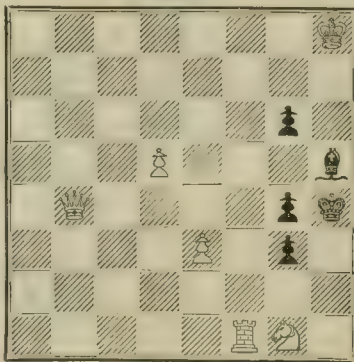
J. JENNER (Tunbridge Wells).—Your problem has a second solution, by 1. P to Q 3rd (ch), etc.

E. J. POLCLASE, W. A. CLARK, and A. M. SPARKE.—Your problems are sound and marked for insertion.

PROBLEM No. 3646.—By D. J. DENSMORE.

First Prize, Brooklyn Chess Club Tourney. (From *Brooklyn Daily Eagle*.)

BLACK.



WHITE.

SOLUTION OF PROBLEM No. 3643.—By J. SORO.

The White Pawn at Q Kt 2nd should stand at Q B 2nd; and then 1. Kt to K 2nd and mates next move.

CORRECT SOLUTION OF PROBLEM No. 3647 received from C. A. M. (Penang); of No. 3638 from C. A. M. and N. H. Newaldt (Madison, Wis., U.S.A.); of No. 3639 from R. B. Cooke (Madison, Wis., U.S.A.) and J. Samuels (Brooklyn, U.S.A.); of No. 3640 from H. Grasset Baldwin and H. A. Seller (Denver, Colo., U.S.A.); of No. 3641 from H. A. Seller and Charles Willing (Philadelphia); of No. 3642 from J. B. Camara (Madeira), H. R. T. Ponce (Geneva), Charles Willing, E. W. Thomas, and J. G. Locke (Hawick); of No. 3643 from J. Verrall (Roddell), W. Dittlof Jassens (Apeldoorn), H. R. T. Ponce, F. G. Clowes (Rickmansworth), C. C. (Goole), H. Grasset Baldwin (Plymouth), E. Woolhouse (Brixton), Rev. J. Christie (Redditch), W. Atkinson (Lincoln), L. Schlu (Vienna), Dr. Higginson (Manchester), and Captain Challice (Great Yarmouth).

CORRECT SOLUTIONS OF PROBLEM No. 3644 received from A. W. Hamilton Goll (Hyères), J. Cohn (Berlin), J. Willcock (Shrewsbury), W. H. Taylor (Westcliff-on-Sea), H. Grasset Baldwin, G. Stillingfleet Johnson (Cobham), Rev. J. Christie (Redditch), R. Worters (Canterbury), L. Schlu, A. H. Arthur (Bath), J. Green (Boulogne), F. J. Overton (Sutton Coldfield), W. Dittlof Jassens, H. F. Deakin (Fulwood), John Isaacson, J. Fowler, F. Hunter (Wigan), and J. Dixon (Colchester).

CHESS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. E. LASKER and R. H. V. SCOTT.

(Queen's Pawn Game.)

WHITE (Mr. L.)	BLACK (Mr. S.)	WHITE (Mr. L.)	BLACK (Mr. S.)
1. P to Q 4th	P to Q 4th	White is obliged to take a bold	course, as he is likely to be over-
2. P to K 3rd	Kt to K B 3rd	welcomed now with White's Pawns.	The delayed development of the
3. B to Q 3rd	P to Q B 4th	latter's Queen's wing, however, is	all in his favour.
4. P to Q B 3rd	Kt to B 3rd		
5. P takes P	P to K 3rd		
6. P to Q Kt 4th			

This game proves no exception to the rule that it is unwise to attempt the maintenance of the Gambit Pawn.

6.	P to Q R 4th	23. Q takes P	Q to K 3rd
7. B to Kt 5th	Kt to K 5th	24. Kt to R 5th	Kt takes P
8. Kt to B 3rd	B to Q 2nd	25. Kt to B 6th	Kt to B 6th
9. B takes Kt	B takes B	26. Kt takes R	R takes Kt
10. Castles	B to K 2nd	27. Q to Kt 7th	
11. Kt to Q 4th	B to Q 2nd		
12. P to B 3rd	Kt to B 3rd		
13. Kt to R 3rd	Castles		
14. Q to Q 3rd	Q to B sq		
15. P to K 4th	P to K 4th		
16. Kt to Kt 3rd			

Kt to K 2nd seems to give a wider range of usefulness to the Knight, especially in defence.

16.	P takes K P	31. K to Kt sq	Q to Q 5th (ch)
17. P takes K P	B to B 3rd	32. K to B sq	Q to B 3rd (ch)
18. Kt to B 4th	R to Q sq	33. K to K sq	Q to R 5th (ch)
19. Q to K 2nd	B to Kt 4th	34. K to K 2nd	Q to Kt 5th (ch)

Cleverly protecting the R P; for if 20. Kt takes R P, R takes Kt; 21. P takes R, Q takes P (ch), and wins a clear piece next move.

20. P to Q R 4th	B takes Kt	35. R to B 3rd	Q takes P (ch)
21. Q takes R	P takes P	36. R to B 2nd	R to Q 7th (ch)
22. P takes P	P to Q Kt 4th	37. K takes R	P to K 6th (ch)

White resigns in a few more moves.

Indian Shawls, Dresspieces, Carpets, Malida Dressing Gowns, Curtains.

As supplied to H.M. the Queen. The Marquis of Crewe. Can be sent on approval.

Responsible for Postage both ways.

AMIR CHAND & SON
Lahore, INDIA.

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Armorial Bearings Carved on Wood & Stone. Memorial Brasses and Tablets. Book Plates in all styles, engraved or by Photo Process from Sketches. Heraldry, English and Foreign. Armorial Shields, Wood or Metal. Restorations—Heraldic, Genealogical, Historical, and Antiquarian.

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Circulars and Analysts' Certificates Post Free. Sold by Hairdressers, Chemists, &c., in Cases, 10 to 6 each.

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The Oldest Proprietary HEALING OINTMENT for ALL WOUNDS and CHRONIC SKIN DISEASES. An Ideal Toilet Cream. Of all Chemists, 1/4, 2/6, 4/6; or post free for stamps from BEACH & BARNICOTT, Ltd., Bridport, Dorset, England.

For cleaning Silver, Electro Plate &c.
Goddard's Plate Powder
Sold everywhere 6d, 1/2, 2/6 & 4/6.

Dr. J. Collis Browne's Chlorodyne
The BEST REMEDY known for Coughs, Colds, Asthma, Bronchitis, and kindred ailments. Of all Chemists 1/4, 2/6, 4/6. Always ask for and see you get Collis Browne's Chlorodyne. The ORIGINAL & ONLY GENUINE.

HOVENDEN'S "EASY" HAIR CURLER
WILL NOT ENTANGLE OR BREAK THE HAIR. ARE EFFECTIVE, AND REQUIRE NO SKILL TO USE.

For Very Bold Curls
"IMPERIAL" CURLERS.
12 CURLERS IN BOX.
Post Free for 6 Stamps OF ALL HAIRDRESSERS, &c.

Beware of Spurious Imitations. The Genuine Hair Curler has the name of Hovenden & Sons, Ltd., on the box. Wholesale only, R. HOVENDEN & SONS, Ltd., 29-33, Berners St., W., & 91-95, City Rd., London, E.C.

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"CANADIAN CLUB" WHISKY
WITH A CHARACTER OF ITS OWN—TRY IT
Age guaranteed by Canadian Government
DISTILLERY ESTABLISHED 1806
London Office: 20, Cockspur Street, S.W.

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BRISSAGO GRAND HOTEL.
The Pearl of LAGO MAGGIORE. Leading English House on this superb lake—luxurious situation—Beautiful gardens—Charming walks. En Pension from 40 frs.
SAN REMO. GD. HOTEL BELLEVUE & KURHAUS SAN REMO. New 1912, 200 beds; rooms with bath. Electro Hydrotherapeutics. No infectious diseases accepted. Prospects: Foreign Resorts, 1, Southampton Row, W.C.
SAN REMO. ROYAL HOTEL AND RESTAURANT. Prosp. Foreign Resorts Bureau, 1, Southampton Row, W.C.

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FOR UMBRELLAS & SUNSHADES
WHEN YOU BUY AN UMBRELLA OR SUNSHADE Always open it and look for the Trade Marks on the Frame. Don't judge by the Handle only, the Frame is the Vital Part. After a test of 60 years FOX'S FRAMES are still the best in the world. REFUSE ALL SUBSTITUTES.
S. FOX & CO. LIMITED PARAGON

PRICES 6d & 1/-
Poudre d'Amour
FOR THE COMPLEXION AND TOILET
ALSO FOR THE NURSERY AND ROUGHNESS OF THE SKIN
HYGIENIC & PREPARED WITH PURE & HARMLESS MATERIALS
AT ALL PERFUMERS, CHEMISTS &c.
WHOLESALE ONLY OF R. HOVENDEN & SONS LTD LONDON

THE BEST
BACON
IN THE WORLD, AT THE PRICE.
MILES' Famous Three Star Excellent BACON.
In sides about 45 lb. Unsmoked 8/6d. per lb. Smoked 9/6d. per lb. Money returned if not entirely satisfactory. Rail paid anywhere. Send for Illustrated List.
E. MILES & CO. (Contractors to H.M. Govt.), Broadmead Bacon Factory, BRISTOL.

RESTORE THE VOICE WITH
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THE ILLUSTRATED LONDON NEWS

LITERARY SUPPLEMENT FOR APRIL.



A GALLERY OF GREAT WRITERS: No. I.—MR. HENRY JAMES.

Mr. Henry James, though born in New York, may well be called one of our leading novelists. He was born on April 15, 1843, and was educated in France, Switzerland, and at the Harvard Law School. His first published work appears to have been "Watch and Ward," in 1871. This has been followed by many novels and essays, all of which show an unparalleled sense of style and character. Mr. Max Beerbohm, in the Literary Supplement to the "Times," says of Mr. Henry James: "It is fortunate

for us (jarring though it is to our patriotic sense) that Mr. Henry James was not born an Englishman, that he was born of a race of specialists—men who are impatient specialists in whatever they take up, be it sport, commerce, politics, anything. And it is fortunate for us that in Paris, and in the straitest literary sect there, his method began to form itself, and the art of prose-fiction became to him a religion. In that art he finds as much inspiration as Swinburne found in the Art of Poetry

PHOTOGRAPH BY H. WALLIS GARNETT

NOVELS

THE LIGHT SIDE OF LITERATURE.

THE people who pride themselves on not reading novels prefer to forget how great a factor in life is imagination, and that without vision (gay as well as grave) the people perish. The difficulty, in these times of facile publication, is to ensure that the right sort of vision has its chance. Some day the drama, the ideal medium for the transmission of visions, will enter into its own, before silently intelligent audiences who come early and sit still to the end, in cheap and airy theatres where repertory has passed beyond the stage of heroic experiment, and stars have ceased to insist on being stars. Until then the novel, with its easy arm-chair way, will have the pull, unless it gives its advantage away by too much earnestness. The trouble with the novelists is that the mightiness of the pen goes to their heads. They take themselves too seriously, and that inevitably means taking their art badly. They lose sight of the stodginess of being stodgy, and they cease to perceive that it is disgusting to be disgusting. It is one of the most hopeful signs for the light side of the literature of 1914 that the first books show a healthy recognition of a fact forgotten by the dreadfully clever little people (Miss May Sinclair coined that excellent description)—that the first duty of the storyteller is to tell a story.

And here we come directly to Mrs. Belloc Lowndes in "THE END OF THE HONEYMOON" (*Methuen*), who expends the genius of pains on telling a story, and files out, as Stevenson once put it, to the fraction of a hair. It is not a drawback that her plot has lately gone the round of the papers. This is Mrs. Lowndes' deliberate method, and it enhances rather than depreciates the interest of her books. "The Chink in the Armour" worked over the ground of the Goid murder. "The Lodger" dealt with Jack the Ripper. "When No Man Pursueth" went back, we fancy, to the Moat Farm mystery. You cannot invent more thrilling plots than can be found between the covers of the book of life. But look at the difference between "The End of the Honeymoon," where you sit breathless until the last page, and the bald horror of a newspaper paragraph! This method, taking facts and adroitly using them as fiction, disarms criticism. So far from the plot being impossible, it has actually happened. It makes the whole book more human, and Mrs. Lowndes knows exactly how to manipulate the human touch. Her Prefect of Police is not the automaton of the detective story. He is a kindly gentleman who shrinks from the painful duties of his office. (There is a trace of Tolstoy in this.) The hotel-keeper and his wife, repellent characters in the rough, have a tender motive behind their heartlessness. We have only one question to put. Why was not more damage done by the catastrophe in the attics of the

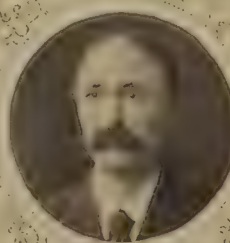
So much for modern crime in the hands of a clever lady. Mr. Eden Phillpotts has leapt back a century, and turned up highwaymen. We must, by the way, begin by taking exception to the publishers'

and women who had crossed the continent, and crossed the Atlantic, and crossed, a thousand years back, the North Sea, questing for the lands of conquest. The sports meeting, where "win, tie, or wrangle" carries everything before it and a glorious fight sweeps in the spectators, and the chapters on the Oakland strike, are features of "The Valley of the Moon" very instructive to the European. But—and here Mr. Jack London shows himself to be cunning indeed in his chosen craft—the book does not cease to be a love idyll, and a beautiful one, even in the hurly-burly of a "rough-house" or a street massacre of "scabs." It is a fine story, and passionately alive.

Mr. Ridgwell Cullum is another writer from the New World, and he also deals with the lusty energies of the men who are making their country with their own heads and hands. "THE WAY OF THE STRONG" (*Chapman and Hall*) begins on the Shawnee Trail, on the roof of the northern world, and it grips at once, although it has to be admitted it weakens in fibre when Mr. Cullum leaves the wilds and the gold-diggers, described with so much force and skill, for the machinations of the Canadian millionaire and the melodrama of his family affairs. Melodrama, again, is the stumbling-block in Richard Dehan's "THE COST OF WINGS" (*Heinemann*)—melodrama, and a painful and prolix misunderstanding of normal human speech. Here is a woman urging her husband to give up flying: "Even when you are there with me . . . it is no longer home. It is a caravanserai, from which -Hope and Content and Peace of Mind may go out before the next day's dawning, leaving the door open that Death and Despair may the more freely enter in!" People in agony of mind do not express themselves in this curious way. For the rest, the stories are as ingenious as the language, and Miss Graves has gone far and wide for her characters and their setting.

There remains Mr. Max Pemberton, whom a large public loves. He sits lightly, as usual, at the other end of the scale from those too serious authors who overlook the claims of their story. Mr. Pemberton is a born storyteller, which makes it the more depressing to find him writing down "THE TWO WOMEN" (*Methuen*) to the level of the shop-girl. Quite intelligent people enjoy reading Mr. Pemberton at his best, but they are not likely to struggle long with his latest book. "Doris" looked wonderfully pretty that night. Her yachting dress of white had been made by a tailor in Albemarle Street, who had never set eyes on a yacht, but seemed to be well aware of the needs of those who did." The badinage of Doris and her friend is on the level of the tailor in Albemarle Street; and so, alas! is the rest of the book, with its

COLONEL SAM STEELE, LATE OF THE NORTH WEST MOUNTED POLICE, WHO HAS WRITTEN "FORTY YEARS IN CANADA."



MR. MORLEY ROBERTS, WHOSE NOVEL "TIME AND MR. WARRING" IS THE MOST STRIKING OF THE PRESENT SEASON



AN AUTHOR WHO WAS ONCE A NAVY: MR. PATRICK MACGILL, WHO HAS WRITTEN "THE CHILDREN OF THE DEAD END"

Among the spring announcements is Colonel Steele's book, "Forty Years in Canada" (Herbert Jenkins), for which, not long before his death, Lord Strathcona wrote an Introduction. Colonel Steele commanded Strathcona's Horse in South Africa.—Mr. Morley Roberts, writer of a great number of books, chiefly novels, has lived an adventurous life. Like Mr. Joseph Conrad, Mr. Jack London, and Mr. Frank Bullen, he has had experiences of sea-faring life, having been before the mast on various occasions. His latest novel, "Time and Mr. Warring," is perhaps the most notable work that he has achieved.—In "The Children of the Dead End" (Herbert Jenkins), Mr. Patrick MacGill writes a story, which is mostly autobiographical, of the life of a navy.

Photograph of Colonel Steele by Campbell; of Mr. Morley Roberts by Vandyk.

introduction on the loose cover. "THE MASTER OF MERRIPIT" (*Ward, Lock*) ought not to be compared with "The Mother," with which it has practically nothing in common. It comes from the fertile brain of one of the other Eden Phillpotts. Every diligent novel-reader knows there are at least three of them. "The Master of Merripit" is a good, slashing, cut-and-come-again romance of a Dartmoor lover who was challenged to capture the rogues who were terrorising the countryside, and who addressed himself to the desperate venture single-handed and won through.

Mr. Jack London has touched high-water mark in "THE VALLEY OF THE MOON" (*Mills and Boon*), and we suspect he knows it. He has been ambitious, in this picture of the American-born at war with the industrial conditions of twentieth-century America, and going back to the land in the end that his breed may not go under in the cities. "We are not a great people, only a great country," he quotes in one place; and then he sets to work to disprove the assertion. It is a splendid, brutal account of youth fighting for its own—the youth of a nation, be it noted, no less than the vigorous youth of Saxon and Billy Roberts. Incidentally, it brings us to close quarters with the American language. "Heh, you!" says the young man who wishes to introduce himself to Saxon. "Me for you." And to his own girl, expostulating—"I tell you she's some goods. Watch me go across an' win her from them cheap skates." It seems a live language, but we notice that there is less of it when Saxon and Billy come to the end of their pilgrimage. It was the Anglo-Saxon in the pair that brought them together—he the prize-fighting teamster, and she the Californian laundry girl, the descendants both of men



A GREAT SUPPORTER OF WOMEN'S SUFFRAGE: LADY CONSTANCE LYTTON, AUTHOR OF "PRISONS AND PRISONERS."

The book entitled "Prisons and Prisoners," recently published by Heinemann, gives a description of the experiences of Lady Constance Lytton in prison, written by herself.

Photograph by Lafavette.

Hôtel Saint Ange? We believe Mrs. Belloc Lowndes has underestimated the force of the instrument she has used. We're compelled to be vague, because to be more explicit would be to give away the story. Let the reader think the thing out for himself.



AFTER REMBRANDT, FRANZ HALS: DR. WILHELM VON BODE WHO IS PREPARING AN ELABORATE WORK ON THE PAINTER OF "THE LAUGHING CAVALIER."

Dr. Wilhelm von Bode, the well-known German writer on art, has nearly finished his book upon Franz Hals. This new and important work will be similar in form to his celebrated publication, "The Complete Works of Rembrandt."—(Photograph by Hoppe.)

lord and its army captain and its "true feminine type, petite and brunette." Mr. Pemberton's contribution does not attain the excellent level reached as this article has tried to show, by the other books in the first instalment of the new season's novels.

BOOKS UPON ART

A MEDLEY OF ART.

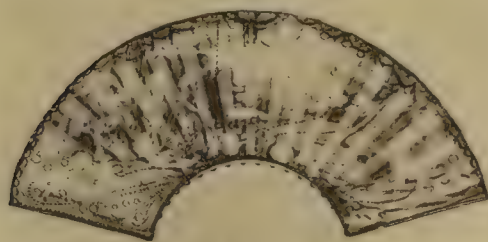
ALL art and most lives are, in this age of book-making, put to the test of publication. "CHARLES CONDER, HIS LIFE AND WORK," written by Mr. Frank Gibson and issued from *The Bodley Head*, tops a pile of review-copies of handsome volumes that seek to bind within boards all the loose ends and flying colours of half-a-dozen centuries and a hundred persons. Charles Conder, his life and works! For the works, they consist of fans, of silk panels, of garniture for ladies' dresses, of oil-paintings that set at naught the mechanism and manners of the modern world. As for the life, it was, as Mr. Gibson knows, a thing of no great account. Australia, where he went when he was seventeen, was the scene of his first serious

praiseworthy as an artist. During his late periods both colour and drawing showed signs of neglect. His blues and reds became rank, his draughtsmanship scattered and ineffectual under the stress of his pre-occupation. His health fell away as quickly as his colour and his draughtsmanship. Any doctor who was also a critic could have foretold the mental and bodily collapse of 1906. Mr. Frank Gibson knew Conder and his art; he knows that the life and works of such a man are elusive—that the life expires in biography, and the works fade even as one catalogues them.

Far less elusive is the quality of the work that now finds a substantial monument in Mr. Salaman's

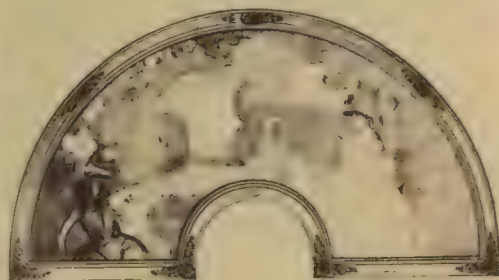
"FRENCH COLOUR-PRINTS OF THE EIGHTEENTH CENTURY" (published by Mr. Heinemann). In a way, these engravers were men at one mind with Conder. But in the majority of the French prints the charm of ladies and elegance of technique are more nicely calculated to please. There is something dreadfully commercial in the licentiousness of Louis Marin Bonnet's "La Toilette" and of Debucourt's "L'Escalade, ou les Adieux du Matin." Here are the perfectly finished and polite bad manners of a self-indulgent age. Boucher and Greuze illustrate in everything they handled the polished corruption of an art that was in the pay of frivolous society. These prints suggest the market. Their finish made it easy for the printsellers of Paris to publish them at a fair price. Wonderful in detail, pretty almost to the limits of mere

palate than Mr. Salaman's engravings of their patrons' fancies in the Fine Arts. Again, when our author writes, "In the charmingly decorated and furnished boudoirs and bedrooms we are admitted to many confidences and intimacies unabashed, and we watch the ardent dalliance of urban lovers," etc., we feel that he is too ready to accept the artificialities that suited the jaded tastes of eighteenth-century collectors, for the eighteenth century itself. Even in that age love must have been a thing entirely genuine. Let us not lightly accept the young people in the prints as the real lovers of any period. Their courting is done according to the rules laid down by the printsellers; their embraces are proper to the portfolio rather than to life.



THE ART OF FAN-PAINTING: CONDER'S "THE KEY OF BLUE" (THE PROPERTY OF MRS. JOHN LANE).

From "Charles Conder: His Life and Works"; by Courtesy of the Publisher, Mr. John Lane.



THE ART OF FAN-PAINTING: CONDER'S "THE PALAIS ROYAL" (THE PROPERTY OF MR. JOHN LANE).

From "Charles Conder: His Life and Works"; by Courtesy of the Publisher, Mr. John Lane.

attempts at painting. But Australia demands from her artists a thoroughgoing professionalism. She likes big studios, big canvases, a long mahl-stick, and a regular connection with the Royal Academy. She likes, in other words, a Life and Works builded up in the approved fashion. For a time he went sketching near Sydney, made the acquaintance of Count Nerli—the painter who afterwards pleased Robert Louis Stevenson for a portrait—moved to Melbourne, found "a picturesque suburb," helped to organise an exhibition, was bought for the National Gallery, Sydney, and then sent to Europe by an uncle who dreamed of an R.A.-ship for his nephew. Europe meant Paris, Paris meant the cafés and Toulouse Lantrec—or, as he puts it, "the jabber of friends, the click of billiard-balls, the smell of heliotrope." It meant the painting of "Le Premier Bal" and "L'Oiseau Bleu," and it meant summer excursions to a coast dotted with bathing-tents and a sea decorated with bathers. Paris, too, meant Verlaine and all the delicate verses that were to fill his pictures with the people and spirit of "Les Fêtes Galantes." He was doomed (the word, though a thousand fans flutter in protest, is the word I want) to an atmosphere of dolorous gallantry, not by chance and an uncle, but by every fibre of his being. His whole nervous system conspired to link him with the decadence. He belongs to the 'nineties, and (though the fans flutter once more) to the disasters of the 'nineties. In his person, his voice, his manner, as in his art, his gentleness was notable. But under the gentleness, whether of his voice or his painting, there was a curious mournfulness. Who shall say that he was really gay about his fans? Who found him boisterous when, at the height of his success, he put his dream to the test and filled his beautiful house in Chelsea with masquing friends? There, among dancers in dresses of his own design, he linked, as nearly as possible, his artificial world and the real. It was a thing that could be done in the flesh only for one evening; but in spirit Conder was always living at carnival pitch. His life was an inverted Mi-Carême—forty days of cloying colour and movement to one day of fasting. Nobody can turn the pages of this book, furnished with admirable illustrations, without feeling that Conder was too indulgent towards a certain class of inspiration. And as he became more and more indulgent he became less and less

prettiness in colour and form, and full of the pretence of liveliness, of youth, of innocence—innocence always on the point of departure—they were exactly calculated to catch the eye of the collectors and men of the world who were such admirable judges of the niceties of prints like "La Comparaison" and "La Toilette de Venus" that they did not observe the Revolution come clattering over the cobbles of the lower town." Says Mr. Salaman, "The French prints of the eighteenth century, whether in the black-and-white of the line engravers or the tints of the colour engravers, will help to take us right into the very atmosphere of their day if we allow ourselves to understand their significance through the contemporary comedies, romances, memoirs, and letters, for never was a period so influenced by the spoken and written idea." That is true; but it is even truer to say that never were the arts so desperately at the mercy of contemporary life—or, to be more exact, of contemporary high-life. In none of these prints do we see an engraver going his own gait: calculation is the note of the pictorial art of the moment. All the portraits are stately, after the fashion that would be most pleasing to sitters; all the prints are hardly more than fashion-plates made appetising. No chef could be more considerate of his master's

The third book deals even more particularly than the two already reviewed upon this page with Art and the Woman. Conder and the French engravers serve, though indirectly, the same end. They existed that they might lift or degrade the beauty of women, that they might capture it or free it from the trammels of reality and give it an artificial interest and value on canvas or copper. This third book, "WOMAN AND CHILD IN ART," is a profusely illustrated catalogue (Heinemann) of the Second National Loan Exhibition held a year ago at the Grafton Gallery. But it proves at a glance that woman's place in Art is not necessarily hazardous. She is not compromised in all the studios. Here we see her, honoured and honourable, in the work of Titian, Tintoretto, Reynolds, Raphael, Mantegna, and dozens more. Mr. Francis Howard is responsible for the extremely difficult task of editing, and Mr. Robert Ross offers "Some Reflections" as *hors d'œuvres*. We learn, incidentally, that he considers Gainsborough's ladies the most charming in all art, and that Raeburn would have been a successful painter of the Madonna and Child if he had been a Papist instead of a Presbyterian. Mr. Ross's reflections are frankly idle; we seem, as we read, to hear him crowing at his ease (or was it a purr?) because he has had to take no hand in Mr. Howard's cataloguing. "THE PIGMENTS AND MEDIUMS OF THE OLD MASTERS," by Mr. A. P. Laurie (Macmillan), may serve as an admirable supplement to the three volumes already mentioned, or to any gathering of art-books, for it serves to illustrate not only the Old Masters, but the whole art of colour. The micro-photographic plates are quite exciting.

Of the many recent books on architecture, Mr. Martin Shaw Briggs' has the bravest looks. His very title-page is defiant. "BAROQUE ARCHITECTURE" are words for large type and red ink, and Mr. Fisher Unwin has not missed his opportunity. Baroque is daring, extravagant, and, within the bounds of constructive possibilities, even a little wild. To turn the pages of this book is to realise at a glance how many Baroque buildings are dear to us. The steps from the Piazza di Spagna to the Church of the Trinity never photograph well; they lose half their height in the process. But here are all the fountains of Rome and the squares of Salamanca. They may be disreputable, but they are certainly beloved.



THE INVITATION-CARD OF A GREAT ARTIST: A CONDER LITHOGRAPH.

"A decorative design framing a group of ladies and gentlemen in fancy dress. At the top is the address: '91, Cheyne Walk, S.W.'; and in a space below: 'Mr. and Mrs. Charles Conder request the pleasure of . . . Company to a Fancy-Dress Party on Saturday, February 18th (1905) at 9 o'clock. R.S.V.P. Disguise imperative.' The Signature, Conder, is in the left-lower corner."

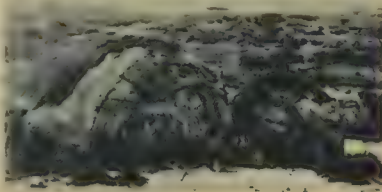
From "Charles Conder: His Life and Works," by Frank Gibson: Reproduced by Courtesy of the Publisher, Mr. John Lane.

BOOKS OF TRAVEL

AFRICAN TRAVEL, SPORT, AND RESEARCH.

ALTHOUGH the area of the world's unexplored territory is shrinking year by year, there are still a few corners left to those who are prepared to face very kind of privation. Sometimes the attraction of a journey is founded upon the desire to throw light upon the great problems—anthropological, ethnological or geographical—of which Africa still holds so many; more often it lies in the chance of further diminishing the world's fauna, and then we find some handsome volume devoted to a tedious tale of slaughter. At other times an adventurous journey has some better attraction: it is taken to enlarge our general knowledge of travel conditions and experiences, and game-lounging is no more than incidental to it. Mr. I. N. Dracopoli, author of "THROUGH JUBALAND TO THE LORIAN SWAMP" (Seeley, Service), has chosen one of the better ways. He writes of Jubaland, which lies in the north-east corner of British East Africa, as it is to-day—a well-nigh unexplored country. In a few years, as he says, the Somali and the Borana will be deeply touched by our civilisation, and the poor remains of fauna will be nearly or completely exterminated. At present Jubaland is experiencing the touch of the velvet glove of peaceful penetration, and rarely realises that the iron hand of possession and strict administration lies within it. Without a special permit you may not enter Jubaland, but Mr. Dracopoli had a serious and useful purpose, and the authorities allowed him to go his dangerous way unchecked and unrebuked. He started from Kismayu, and directed his safari to the Lorian Swamp, to find whether the Maso Nviro enters it and is lost, as the Jordan is lost in the Dead Sea, or whether it passes through and finds another route to the Indian Ocean. As far as this point is concerned, the author is able to show that the Lorian Swamp arrests the flow of the river, and that a lesser swamp absorbs what is able to escape. In addition to this, Mr. Dracopoli was able to trace another river, Lak Gurau, to its source, and to map out the scanty water-supplies along the road he travelled with so much patience and resource for nearly four months. The people he found were for the most part nomadic Somalis, to whom the water problem is ever present. Game is rather widely distributed in Jubaland, and a new gazelle and a new zebra are among the author's trophies, while he has bagged the largest head of Hunter's Hartebeeste that has yet fallen to the rifle. So much for his achievements, which have a certain importance both to the geographer and the naturalist. As a picture of life in a country poor in natural resources and untouched as yet by civilisation, the book may be heartily commended; while the author's photographs, map, and appendices are not only valuable, but highly interesting. In short, Mr. Dracopoli has added a well-written chapter to the history of British East Africa.

and in his enthusiasm appeals to the general reader as though to a hunting-man; but it is fair to say that he soon returns to his original mood and programme, and writes happily and with expert knowledge of the fauna of the Mozambique province he knows so well. Mr. Maugham, even in the days when he sought to rival Nimrod, carried a note-book as well as a rifle, and made good use of it. Sound first-hand knowledge is not encountered often enough to be lightly passed over, and nobody who has not been a big-game hunter can read "Wild Game in Zambia" without learning many new facts and deriving interest from the author's splendid collection of photographs.



MOVABLE HOUSES THAT ARE USED AS PACK-SADDLES: SOMALI HUTS.

"These huts, called 'Gurgi,' are always carried from camping-ground to camping-ground. The grass mats which form the outer covering are used as pack-saddles for the camels on the march. Occasionally an ox-hide is fastened over all to make the hut completely storm-proof."

From "Through Jubaland to the Lorian Swamp"; by Courtesy of the Publishers, Messrs. Seeley, Service and Co.

In "THE BONDS OF AFRICA" (John Long), Mr. Owen Letcher sets out a series of impressions gathered between Cape Town and Cairo over a period of ten years. Certainly he has travelled far and wide with an observant and a grateful eye, but his book will hardly hold the specialist: it is written for the rather unsophisticated generation that looks upon travel over vast areas as material to justify any treatment, and finds in rather tranquil photographs adequate illustration enough. This is an age of specialists and specialising, and to embrace so much of the Dark Continent in a matter of something less than three hundred pages does not inspire confidence. To make matters worse, Mr. Letcher indulges in lengthy periods of commonplace thought tricked out in the purple of a very journalistic prose. They lead him to write of the "key notes of a rhythm." He "wends his way" when he might have walked; a bull he shot "breathed his bovine last"; he "starts peregrinations under an unpromising augury." Mr. Letcher cannot wield a very skilled pen, but he has done things; and the limits of his capacity to tell a story well



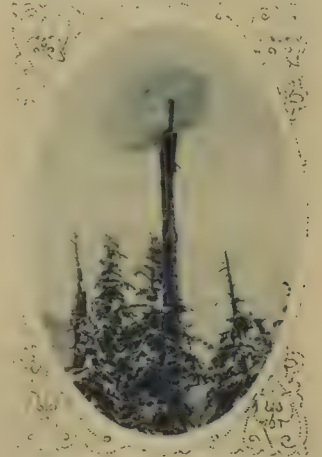
IMMUNE FROM SNAKE-BITES OWING TO THE LOOSENESS OF HIS SKIN: THE HONEY BADGER.

"I refer to him (the Honey Badger) as carelessly designated, for, although honey is a much appreciated detail of this creature's somewhat lengthy bill of fare . . . the Honey Badger is a great destroyer of rats and mice. I kept his skin . . . It was a curious trophy of great thickness, and . . . appeared to have come from some animal of considerably larger size. To the thickness and looseness of his skin is attributed his immunity from the bites of snakes."

From "Wild Game in Zambia"; by Courtesy of the Publisher, Mr. John Murray.

cannot hide the truth that he has a good story to tell, though some of the infinite killing might well have gone unrecorded. He has found adventure and sport; he has been among the savage races that are only now beginning to respond to the white man's influence. It is right to speak with respect of his achievement, even though his method of telling us about it is by no means up to the standard demanded by books of this kind.

A work of altogether different calibre from the best discussed hitherto is "THE VOICE OF AFRICA," by Leo Frobenius. (Hutchinson; two vols.) It is a translation of the latest records of the German Inner African Exploration Expedition which occupied the years 1904-12 in making three significant journeys—1904-6 (Congo State); 1907-9 (French Soudan); and 1910-12 (Nigeria, and by Kanem and El Obeid to Egypt). They have been toilsome and perilous quests taken in the genuine pursuit of knowledge, and search for the records of well-nigh obliterated civilisations. In view of the possibility of a great racial conflict between black and white at some date not so remote as we could wish, it is of vast importance to understand the working of the minds of the so-called "negro" peoples, to study their beliefs and find the relations of customs now prevailing to those that belonged to the past beliefs of which we have some record. Herr Frobenius and his companions brought trained minds and a considerable enthusiasm to their task. The leader's earlier books dealing with the first two expeditions are proof of very high qualifications. Unfortunately, on the last journey Herr Frobenius came into conflict with the British authorities working from Lagos; and his statement of his own case reveals the existence of a very genuine grievance. But it is easy to attach too much importance to the controversy that raged round the bronze head of the Olokun, the "Poseidon of the Atlantic," dug up by Herr Frobenius after so much careful preliminary diplomacy. The discussion went far to destroy British interest in the 1910-12 Expedition, which in its results added



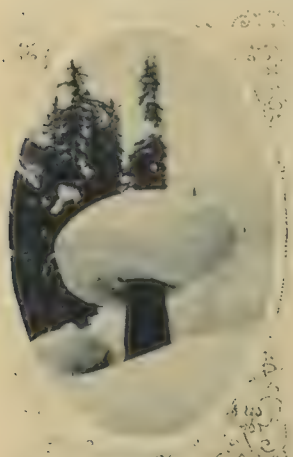
A TYPE OF SNOW-CAP THAT WEIGHS NEARLY A TON.

"The Snow-Caps were so firm on their pedestals that I could not dislodge them, and I was assured that the caps remain through the winter."

From "Waves of Sand and Snow"; by Courtesy of the Publisher, Mr. Fisher Unwin.

(SEE REVIEW ON FACING PAGE.)

so largely to our knowledge of Central African history, and it replaced interest by prejudice. Herr Frobenius has gone far to lift the veil that has obscured through many centuries the history of flourishing civilisations that existed before our own. He has shown that in countries where we now find cannibals, and no more than the rudiments of social organisation, there were great cities, wealthy industries, thriving arts, and religious observances of the most interesting kind. All this has supplied the motif to sundry works of fiction, but it has been left to Herr Frobenius and his colleagues to substitute certainty for conjecture. The remains of a forgotten art lavishly illustrated in both volumes are fascinating, and the whole narrative of the expedition shows how thoroughly every task was undertaken. The author has given us an entirely new set of Central Africa values, and set the problem of the black races in a fresh light. At the same time he is intensely practical, and while he looks for an increased interest in subject races, he warns us that the white man must insist upon the respect of the black, and that the British Administration fails often to exact what is due in that regard. This is not quite news, but it is confirmation from an unprejudiced source of statements that are becoming very widespread, and add such to the uneasiness with which this phase of the white and black question is regarded by travelled men.



A NINE-FOOT SNOW MUSHROOM IN CANADA.

The dome shape of the Snow Mushroom is due to the increased bending of the material at a greater distance from the central support."

From "Waves of Sand and Snow"; by Courtesy of the Publisher, Mr. Fisher Unwin.

(SEE REVIEW ON FACING PAGE.)

Mr. R. C. F. Maugham, Consul-General for the Republic of Liberia, in his preface to "WILD GAME IN ZAMBESIA" (Murray), speaks of the "virile younger generation of sportsmen already knocking imperiously at the door," and in his first chapter he refers to the reckless slaughter of game in South Africa. He pleads for extended reserves and more consideration from big-game hunters, and then plunges in *medias res* to deal with the delights of sport. He writes largely from the standpoint of the naturalist, but that he will fire that "virile younger generation" with anxiety to do as he has done in times past is, we fear, undoubted. Now and again he even forgets his best intentions,

GENERAL LITERATURE

IN SERIOUS VEIN.

"The Odd Man in Malta." Where the rest are soldiers, the civilian is "THE ODD MAN IN MALTA," and it is a matter for congratulation that the Odd Man is Mr. Wignacourt, who, bound by no clique, should have felt moved to seek distraction among his surroundings. A shrewd observer of catholic tastes, he finds material in the Maltese people, their customs, usages, and little weaknesses, their origin and language, in the varied history of the island, and, above all, in its wealth of archaeological remains. Endued with a graphic pen and abounding humour, he has produced a book (*Chapman and Hall*) which reveals Malta in a new light: it ceases to be the dulllest of garrison stations, and becomes a little world of sunshine and colour where the intelligent sojourner need never know boredom. Mr. Wignacourt's chief amusement was the investigation of antiquities, and he is probably right in saying that few localities offer a richer field than this, abounding as it does in remains dating from the Stone Age to the days of Arab occupation. It is strange that a mine so accessible should be practically unexplored; the treasures that lie hidden below the rock "are only revealed in their fullness when the engineer drives his shaft." More accessible than the antiquities, and appealing to a wider public, are the people themselves. The Maltese are most hospitable; they hold the Briton in respect; and the author thinks that those among soldiers who have broken out of the insular groove probably look back upon their stay on the island as "the time of their lives." When he deals with matters antiquarian or cognate thereto, Mr. Wignacourt is thoughtful and stimulating; when he treats of humanity, he gives scope to his sense of humour, and is at once amusing and illuminating; and if a few of these pages from his scrap-book are slight, they do nothing to qualify the fact that when we close this delightful book we know vastly more about Malta than we did before, thanks to the author's admirable guidance. The illustrations from photographs are particularly attractive, harmonising with the text alike in their variety and excellence.

Sand and Snow. Dr. Vaughan Cornish has given much attention to the formation of sand-dunes, which he has studied both on the South Coast of England and in the Delta of Egypt. In "WAVES OF SAND AND SNOW, AND THE EDDIES WHICH MAKE THEM" (*Fisher Unwin*) he has come to definite conclusions as to their growth and shape; and in his remark that the waves in sand-drifts are caused by the sand particles being lifted by a furious wind, carried in the air for some distance, and then dropped as the wind slackens, we have the root of the whole

matter. Lower Egypt is not, perhaps, the best place in the world for their study; and if he would visit the wind-swept gorges of the hills above Abydos, known to the natives as the "staircase of souls," where the *khamsin*, or sand-laden wind, rages through a great part of the late winter and early spring, he would find many cogent proofs of his theory. In respect of snow he is equally informing. Given a perfectly dry atmosphere, in which it is impossible for the particles of snow to stick together, and they will on the whole behave like those of sand, any slight



PREHISTORIC MALTA: A TROUGH PROBABLY FOR GRINDING CORN, FOUND AT CORRADINO.

"Of Neolithic dwellings Malta preserves numerous remains, and three groups on Corradino Hill seem to point to a time when the land around the Grand Harbour was thickly populated by stone-age man."

"THE ODD MAN IN MALTA."

BY JOHN WIGNACOURT.

Illustrations Reproduced by Courtesy of the Publishers, Messrs. Chapman and Hall.

difference they may show being due to their greater regularity of shape and compactness. When, however, the surface of the snow already deposited becomes melted by a rise in ground temperature or the passing over it of a warm current of air, we have some very strange shapes, such as the "snow mushrooms" shown in our illustrations. These, which are from photographs taken in the Rocky Mountains, come from the stumps left by the side of the Canadian Pacific Railway, where the fir-trees have been cut through about six feet from the ground, and the snow has collected upon the small platform thus formed. The domed shape of the upper surface prevents all overloading of the support, and the inside, or what would be the gills of the mushroom, is generally arched. Hence they may become a serious nuisance when they form on telegraph-poles. Dr. Cornish tells us something also about the ripples of sand left by the retreating tide, and of their formation beneath the surface of the water—a problem which has been studied by, among others, the late Sir George Darwin and Mrs. Ayrton. The whole book is well and clearly written, and illustrated by abundant photographs excellently reproduced.

English Church Architecture.

Mr. Francis Bond's "INTRODUCTION TO ENGLISH CHURCH ARCHITECTURE" (*Humphrey Milford, Oxford University Press*) does not, like a recent book on Mr. Lutyens' houses, make us wildly envious; nor is it exasperating, after the fashion of works that beckon to Segovia or Montefiascone. The Lutyens book shows the nice houses we may not live in; the other books the cities to which we may not easily travel. But Mr. Bond's is a comfortable work on places to be found and entered at short journeys' ends. It is a work that gets to the very heart of England and the Englishman. Its subject is near at hand, and is kept within reach of the average reader by the author's avoidance of the technical terms which his own knowledge might well have drawn him to. Though the letterpress and illustrations fill two handsome quarto volumes, Mr. Bond claims that his work is no more than an introduction to the study of English church architecture from the eleventh to the sixteenth century. Early chapters on the monastic system responsible for our churches, on the Benedictines, Premonstratensians, and Dominicans, on the collegiate and secular churches, on the liturgical requirements and symbolism of mediæval planning,

and on features of design peculiar to the various building Orders, clear the way for the detailed study of examples. No previous publication has covered the ground so well; there are something like 1400 illustrations, and the photographs of vaulting and other things at which the camera of old days used to cock a very uncertain eye are now admirably exposed. Mr. Bond is a sturdy patriot. This is to be detected in his manner of dealing with the vexed question of the cross-ribbed vault—the *primum mobile*, as he calls it—of Gothic architecture. To early examples abroad he alludes in an unconvinced manner, as if allowances must be made for the natural weaknesses of foreign historians. While he concedes that the builders of Normandy must have found out how to construct cross-ribbed vaults at any rate early in the first quarter of the twelfth century, he takes it as proven that in England we had such vaulting so early as the last decade of the eleventh. Tewkesbury Abbey was founded in 1087, the choir was ready for use in 1102 but does that establish the fact that the south transept, with its radiating ribs, belongs to the eleventh century? We do not question Mr. Bond's accuracy, for he is marvellously careful and conscientious, but we like—perhaps unreasonably—to think of him as the field upon which are fought some slight skirmishes between a cold calculation and the prepossessions proper to a true-born Englishman.

Mother Mabel Digby.

The "LIFE OF MOTHER MABEL DIGBY" (published by Mr. John Murray) comes at a time when

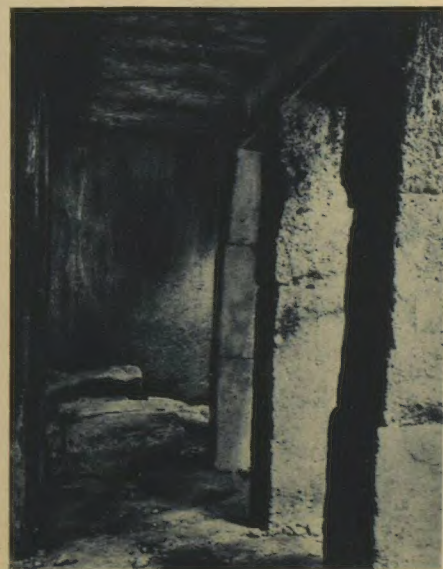
people are in danger of losing their sense of proportion over the question of female suffrage. Mabel Digby was born at Staines (the inscription on her tomb says at Westminster), in 1835, the daughter of Simon Digby, descendant of Sir Kenelm Digby, and of Elizabeth Anne, his wife, the heiress through her mother of the last Baron Haversham of the first creation. The mother and her daughters embraced the Catholic faith at varying periods, and both Mabel and her sister Geraldine rose to high office. The expulsion of the Society of the Sacred Heart in France is, of course, a chapter of recent history; and this account from the point of view of one of the expelled societies has a public interest. Mother Mabel Digby, Superior-General at the time, was responsible for the re-settlement of the French houses, without disorder and without delay, in the countries that received them—a work remarkable in itself, although it was only one among many proofs of her administrative ability. The *Life*, by Miss Anne Pollen, is prefaced with an introduction by Cardinal Bourne. It is an interesting study of the career of a noble and distinguished woman, and it deserves to be widely read.



IN THE STONEHENGE OF MALTA: THE STONE TABLES OF HAGIAR KIM.

"With the dolmen, the stone table, are found . . . those megalithic structures, whose main characteristic is the wall of upright stone slabs, of which Hagiar Kim and the Mnajdra are the most perfect examples."

From "The Odd Man in Malta."



A RELIC OF THE DAYS OF PUNIC SETTLEMENT: PHOENICIAN RESERVOIR NEAR BIRZEBBUGIA.

"A very wonderful underground reservoir, or, possibly, bath, the roof of which is supported by massive pillars, which is generally assigned to Punic times."

From "The Odd Man in Malta."

MEMOIRS AND HISTORICAL

CLIO IN VARIOUS MOODS.

IT must have surprised many readers to learn that MACAULAY'S "HISTORY OF ENGLAND" has hitherto escaped systematic illustration. On an important edition contains a few appropriate portraits; but illustration in the large sense, to which this history lends itself beyond all others (not excepting even that of Green, which has been so treated with entire success), has only now been attempted; and the first resulting volume, a most sumptuous and valuable production, lies before us. The task is one that might easily have ended in a perfunctory or haphazard collection, unworthy of the subject, had it been entrusted to any but an expert hand; and one trembles to think of the hackneyed and unauthentic material which an imperfectly informed or lightly pleased editor might, at small cost of time and thought, have imposed upon the text. But the house of Macmillan, from which the edition issues, is sufficient guarantee for the scholarly performance of a work that holds for the scientific historian the disadvantage of being "popular" in intention. The illustrated book and the illustrated paper labour alike under a subtle critical discredit, that no intrinsic excellence of text can ever overcome. The purely literary or the purely academic mind places such works in the second class, and does not usually care to be concerned in their production. But the historian who would not suffer his own writings to be prejudiced by the picture may very well bring his knowledge and experience to the scientific illustration of a standard work. This service has been magnificently performed for Macaulay by Professor C. H. Firth. With profound knowledge of material and of sources, he has brought together a body of illustration that is in itself a new commentary on the text. He has gone about his task in the spirit of his author, who was fully alive to the value of such material. The most casual reference to Macaulay's diary proves how thoroughly he studied portraits, broadsides, wood-cuts, and pamphlets. First of all, Mr. Firth, basing himself on Carlyle's famous passage, has sought for authentic portraits of the leading actors in the History. The fugitive Press of the period, with its rudely cut representations of events, the finer engravings of buildings and landscapes, the canvases of the great portrait-painters, the tract, the proclamation, the squib, have been

laid under contribution, and the resulting illustration most skilfully introduced close to its appropriate reference. The reader is supplied with graphic documents that give additional life and picturesqueness to a narrative already the most lively and picturesque in our language. The first volume makes us impatient to see the completion of a work that could not have been undertaken with finer knowledge and judgment.

The popularisation of history, which in some forms has become almost a vice, is in others, like Philippe Egalité, "not without virtue." The cheap and facile memoir, rewritten for the market, has obtained greater popularity than the average novel. But amid the crowd of writers who manufacture this article there are one or two who put conscience into their work and deserve some recognition from the serious student. Worthier still is the method of Mr. Frank Mumby, who has earned a respectable reputation by those pleasant books in which he persuades authentic documents to tell their own story, with the help of the least possible amount of editorial comment and narrative. Mr. Mumby presents sources, and, keeping himself most virtuously in abeyance, marshals his selections with real skill. His new volume, "ELIZABETH AND MARY STUART, THE BEGINNINGS OF THE FEUD" (Constable), is as able a piece of arrangement as the editor's "Girlhood of Queen Elizabeth." Mr. Mumby claims to be only an illustrator of history by means of contemporary letters, and he certainly knows how to handle his material. From the correspondence of Ambassadors, Secretaries, Churchmen, and, in a few instances, from the letters of Elizabeth and Mary themselves, Mr. Mumby shows us the working of the subtle loom of Fate that wove the tragedy of Fotheringay. In this volume we have only the prelude to the long drama, but we are skilfully prepared for what is to follow. Mr. Mumby leaves us at Mary's marriage with Darnley, from which point he will trace the onset of ruin. He suggests that Mary's infatuation had its beginnings in pique, arising from her discovery that the proposed match with Leicester, to which she was not averse, was a mere hollow device of Elizabeth's. The letter from Randolph, here first printed, although already outlined by Andrew Lang, throws new light upon the affair. Up to that time

Mary was sincerely anxious to keep on good terms with Elizabeth. She felt herself outraged and ill-used by Elizabeth's callous conduct, and so flung herself into Darnley's arms. Mr. Mumby's presentation of documents tends to confirm the opinion that the Leicester match and its sudden abandonment were deliberately planned to entrap Mary into the fatal Darnley marriage. The book abounds in interesting suggestion. Familiar matters, reconsidered in this setting, take a new complexion. Particularly valuable are those intimate passages which reveal the psychology of the two Queens. The editor gives more than a hint that in his sequel he will consider Mary as the victim of long-suppressed and suddenly awakened passions. This will explain much, and palliate many too sweeping accusations. Mr. Mumby's notes are judicially impartial, except, perhaps, in his attitude towards John Knox. The relations of the Reformer and the Queen offer a romantic speculation not unworthy of this editor's close attention. We venture to hope he may one day review it in detail, and ask himself the reason of Knox's more than fatherly concern for Mary, and why she would part from him in peace after his severest rebukes. But any solution of this curious problem will be found only by a critic who appreciates the less austere side of Knox's character. Mr. Mumby's readers will find it difficult to lay his book down, and they will lay it down with that regret which one carries from the theatre at the close of a moving drama.

While it is usual, owing to the vogue of certain inferior works, to

distinguish between popular and scientific history, the two are not mutually exclusive. Macaulay, Carlyle, and Green attract readers who will never open Freeman or Stubbs; and as with the great works so with the monograph. One such book, by some charm of style, will appeal to the multitude, where others remain for the specialist. Popularity is no defect; it is a fortunate and welcome accident. The ultimate test lies probably in the call for a translator; and here we touch on a department of popular history that bears its credentials on its face. One such masterpiece the present season has brought us in

"The Golden Age of Prince Henry the Navigator," from the Portuguese of J. P. Oliveira Martins (Chapman and Hall). The book has already been translated into several languages, but this is its first appearance in English. Apart from its intrinsic merit and its picturesque treatment, this study is cordially to be welcomed for its deep significance in the history of the Renaissance. There are few more romantic figures in the awakening of Europe than that princely student and dreamer who, from his retreat on the promontory of Sagres, gave impulse and encouragement to the adventurous spirits who went out to explore the unknown coasts. Henry, as he bent over the primitive geographical charts of his time, "hoped to transmute his parchments into facts. He was a dreamer of futurities, knowing prophetically that his dreams would become realities." This great Portuguese, grandson of John of Gaunt, has a special claim to be held in remembrance by Englishmen, to many of whom, it is to be feared, he is only the shadow of a name. Mr. J. Johnston Abraham's and Mr. Wm. Edward Reynolds's translation of a popular classic supplies all such with a most tempting means of improving their acquaintance with Prince Henry and his times. Mr. Oliveira Martins' book is the key to a world of romantic reality.



FROM A CARICATURE BY RICHARD DOYLE: LORD MACAULAY.

"A single figure taken from a caricature entitled 'Unhappy Ghosts Wandering on the Banks of the Styx.' It represents eight politicians who had failed to obtain seats at the General Election of 1847, waiting for Charon's boat, and Macaulay is at the head of the file."

From the Illustrated Edition of "Macaulay's History of England" Vol. I; by Courtesy of the Publishers, Messrs. Macmillan and Co.



IN THE DRESS OF HER WIDOWHOOD: MARY STUART AFTER THE DEATH OF HER FIRST HUSBAND, FRANCIS II., KING OF FRANCE.

"The depth of Mary's grief is sounded . . . in her letter to the King of Spain (Philip II.): 'You have lost in him the best brother you ever had, and you have comforted by your letters the most afflicted poor woman under Heaven; God having bereft me of all that I loved and held dear on earth, and left me no other consolation whatever but when I see those who deplore his fate and my too great misfortune.'"

From "Elizabeth and Mary Stuart"; by Courtesy of the Publishers, Messrs. Constable and Co.

MEMOIRS AND HISTORICAL

CLIO IN VARIOUS MOODS.

TWO new books on modern Greece should be read together; and to these should be added a statistical account of the country lately reviewed in these columns. From the three arises a very complete picture of Greece as she emerges from the Balkan struggle, Greece as reconstructed by M. Venezelos, and Greece in the hands of the late King George. One of the volumes in question, "THE LIFE OF KING GEORGE OF GREECE" (Eveleigh Nash), has been written by Captain Walter Christmas, of the Danish Navy. From his boyhood Captain Christmas enjoyed the intimate friendship of the King. The story opens

it is more—for the object of the writer, Mr. D. J. Cassavetti, is to educate English opinion about a country little known and hitherto much misunderstood. The author keeps in view not only the movements of troops, but the causes of the war, the preparation for the conflict, the state of army and navy, the method of mobilisation, and so on to the field itself. An entire chapter is devoted to the personality of Venezelos, the great man for whom Greece has waited nearly a century, and who has been likened to Cavour. Resultant questions also find a place in the book, and the story of the pitiful aftermath of war is carried on to the "Bursting of the Bulgarian Bubble." The discussion of atrocities inclines us to acquit the Greeks of the counter-charges. Bulgaria's ability in this department is well known, and needs no comment. Amid the turmoil of war, the author has not neglected the state of society. After all, even during a conflict civic life goes on very much as usual. Accordingly, with the help of another hand (that of "Lascaris"), Mr. Cassavetti has introduced three very interesting chapters—"Athens during the War," "Greek Women during the War," and "The Spirit of Hellenism." In the second we have a most illuminating picture of the feminist question, such as it is in Greece. After the Turkish yoke had been thrown off, the women of Greece remained almost as secluded as Moslems; but at length they asserted themselves and went to the other extreme. They are, in peace, frivolous and pleasure-loving, fond of dress and display, great gadders-about, as their climate allows them to be. But the war brought out all the fine qualities of the nation's women. At once they turned to the care of the wounded, and, led by the Palace ladies, showed themselves most capable in hospital organisation. Greece has reason to be proud of the part her women have played in the recent struggle. And, for all the lightness, these nobler traits might have been surmised; for the Greek society woman, no matter how numerous her engagements, always finds time to be a good and devoted mother. She is shocked, we hear, at the women of other nations who put their children out to nurse. Every aspect of modern Greece is reflected in this enjoyable book.

Entirely new ground in English has been broken by Baron Hengelmüller, for whom Messrs. Macmillan have issued the first volume of "HUNGARY'S FIGHT FOR NATIONAL EXISTENCE." The book is the first English account of the patriot Francis Rakoczi, who led the great uprising in 1703-1711. To most English people Rakoczi is known, if known at all, vaguely in

route the insurgents, and all seemed to be over, when Rakoczi decided to go on. He sent urgent messages to hasten the supports Poland had promised, and called on the dispersed insurgents to join him. A sorry enough rabble, armed only with sticks and scythes, answered his summons; but Rakoczi was not discouraged. His numbers grew steadily, and from these unpromising beginnings he won, despite defeat, a political recognition that was of vital consequence to the Hungary of the future. Baron Hengelmüller tells a stirring tale, to which introductions have been written by Lord Bryce and Mr. Roosevelt.



THE ULSTERMEN OF ALBANIA: EPIROT PEASANTS.

The Epirots, having been assigned to the new kingdom of Albania, wish to remain under the Greek flag. It has become the duty of the Greeks to compel them to recognise the Government which has been given to them by the Great Powers.

From "Hellas and the Balkan Wars"; by Courtesy of the Publisher, Mr. Fisher Unwin.

picturesquely, showing the author, a very young cadet, on board a Danish man-of-war at the Piræus. The King, then but lately elected, and still a young man, took a fancy to the cadet, and asked him and a brother-officer to stay at the Palace. Captain Christmas has the liveliest memories of that good time, when he and the Crown Prince played at machine-guns with a garden-hose. For forty years the intimacy and friendship ripened, and at length Captain Christmas was appointed to write the official biography of King George. His task was well advanced, when the genial and admirable monarch fell at Salonika beneath an assassin's hand. Only an hour or two before the assassination the King and his biographer were walking together, and the monarch was jubilant over the success of his country's arms. He confided to Captain Christmas the secret that he would abdicate at his approaching jubilee. He believed that his work for Greece was done, and that the country required the energy of a younger man. How closely that work lay to his heart, and in how truly national a spirit he carried it out, is proved by his last words: "Thank God, Christmas can now finish his work with a chapter to the glory of Greece, of the Crown Prince, and the Army." A minute later he was dead. Seldom has an elected Sovereign faced so difficult a task as that which King George found awaiting him in Greece. She was a discredited and bankrupt country, backward beyond belief, and in need of instruction in everything. The King took the right course from the very first. He made himself a Greek; he may be said to have created a national spirit; and at length, with Venezelos to aid him, he saw Greece a nation, solvent, progressive, and approved in arms. The present portrait, with many pleasing and intimate touches, shows us an earnest and sensible ruler, achieving, without brilliancy, a great work. Of the inner workings of recent policy we have glimpses, but no open revelation.

"HELLAS AND THE BALKAN WARS" (Fisher Unwin) is less personal and more political and statistical. It is in some respects a history of the recent campaigns, which it traces in an easy and interesting style. But



TAKEN BY H.M. QUEEN ALEXANDRA: THE LATE KING GEORGE OF GREECE, AND HIS WIDOW QUEEN OLGA.

It will be remembered that King George of Greece was assassinated in Salonika shortly after the occupation of that town by the Greek army. Queen Alexandra is an expert photographer, as was shown by a recent publication for charity which contained snapshots of the less formal life of the Court.

From "The Life of King George of Greece"; by Courtesy of the Publisher, Mr. Eveleigh Nash.

the choice of sponsors arising, of course, from the author's long diplomatic connection with England and the United States.



DAMAGED BY THE "HAMIDIEH" DURING THE BALKAN WARS: THE "MACEDONIA," SHOWING THE HOLE MADE BY A SHELL.

One Turkish battle-ship that distinguished itself during the naval campaign in the Balkan War was the "Hamidieh," which escaped from the Dardanelles, and suddenly appeared before Syra, bombarded the town, and sunk the Greek auxiliary-cruiser "Macedonia."

From "Hellas and the Balkan Wars"; by Courtesy of the Publisher, Mr. Fisher Unwin.

connection with the extraordinary march in Berlioz's "Faust," an air that was for long forbidden in Hungary, on account of the feelings it evoked. Rakoczi is not the greatest of Hungarians, but he intervened at a critical moment and did well for his country. He was but twenty-seven when the peasants rose against the Austrians. Karolyi had

Lady Hester Stanhope is not well remembered by the present generation, and the public interest in that most eccentric lady is, we venture to think, an unknown quantity. Lord Rosebery, Lady Hester's grand-nephew, admits that there may be "a flicker." Possibly the word is right. Here and there one meets a specialist in memoirs who likes to discuss such mysteries as cling about the "Queen of the Desert." Many fairly informed people take their view of Lady Hester from a memorable chapter in Kinglake's "Eothen." There are the works of Meryon and Napier for those who ask further details, and now appears "THE LIFE AND LETTERS OF LADY HESTER STANHOPE, by her Niece the Duchess of Cleveland" (Murray). The book is not new. In 1897 it was printed for private circulation. It is given as "the authoritative biography of this strange woman." The letters are most amusing reading, reflecting their author as only the letters of a sprightly and clever woman can. Most complete are her accounts of her bizarre costume: "I am dressed as a man, sometimes as Chief of Albanians, sometimes as a Syrian soldier, sometimes as a Bedouin Arab, and at other times like the son of a Pasha." More intimate details follow. Lady Hester will always attract a certain following of readers for the curious romance of her semi-regal state among the Syrian mountains. Those who desire an impartial view of her character will find it here, for the editor has not considered it necessary to obtrude views and opinions. Lady Hester's letters have been left to tell their own story, with just as much of comment and connecting narrative as was necessary, and no more. We should not be surprised if the experiment of giving the public what was not in the first instance intended for its eye were to prove a success. For there remains, when all is said and done, an odd fascination about the personality of Lady Hester Stanhope.

AT THE BOOKSELLERS: SOME BOOKS OF THE MONTH.

FICTION.

- FRIVOLE.** By Kate Horn. (*Stanley Paul*.) 6s.
- CURING CHRISTOPHER.** By Mrs. Horace Tremlett. (*The Bodley Head*.) 6s.
- THE KING OF ALSANDER.** By James Elroy Flecker. (*Max Goschen*.) 6s.
- JILL - ALL - ALONE.** By "Rita" (Mrs. Desmond Humphreys). (*Stanley Paul*.) 6s.
- THE CRIMSON MASCOT.** By Charles E. Pearce. 6s.
- FIREMEN HOT.** By C. J. Cutcliffe Hyne. (*Methuen*.) 6s.
- In which the author relates the adventures of three new marine "Musketeers"
- A GIRL'S MARRIAGE.** By Agnes Gordon Lennox. (*The Bodley Head*.) 6s.
- LONDON CIRCUS.** By Henry Baerlein. (*Fifield*.) 6s.
- THE JOB.** By Ella Macmahon. (*Nisbet*.) 6s.
- HEIRS OF THE AGES.** By F. D. Jordan. (*Nisbet*.) 6s.
- SO THE WORLD WAGS.** By Keble Howard. (*Chapman and Hall*.) 6s.
- FATHER O'LYNN.** By H. De Vere Stacpoole. (*Hutchinson*.) 1s. net.
- A short Irish story in which it is brought out that the Irish Roman Catholic priest is the main factor in present-day Irish affairs.
- AN ABSENT HERO.** By Mrs. Fred Reynolds. (*Mills and Boon*.) 6s.
- A FREE HAND.** By Helen C. Roberts. (*Duckworth*.) 6s.
- POMM'S DAUGHTER.** By Claire De Pratz. (*Hutchinson*.) 6s.
- AN ENEMY HATH DONE THIS.** By Joseph Hocking. (*Ward, Lock*.) 3s. 6d.
- THE FORTUNATE YOUTH.** By William J. Locke (*The Bodley Head*.) 6s.
- A review of this book will appear shortly in a future issue.
- LOVE THE HARPER.** By Eleanor G. Hayden. (*Smith, Elder*.) 6s.
- "A story of typical English life in the setting of the Western Downs, in which Miss Hayden's pen is so much at home. Incidentally, the story gives an interesting picture of life in Queensland."
- JOHN BULTEEL'S DAUGHTERS.** By Katharine Tynan. (*Smith, Elder*.) 6s.
- "Not only are the diverse characters of the four sisters drawn with mingled vigour and charm, but the story of their loves and adventures goes with a swing."
- THE HIDDEN MASK.** By C. Guise Mitford. (*Greening*.) 6s.
- THE GATES OF DOOM.** By Rafael Sabatini. (*Stanley Paul*.) 6s.
- A CASTLE IN BOHEMIA.** By David Whitelaw. (*Hodder and Stoughton*.) 6s.
- THE SENTENCE ABSOLUTE.** By Margaret Macaulay. (*Nisbet*.) 6s.
- TIME AND THOMAS WARING.** By Morley Roberts. (*Nash*.) 6s.
- A psychological study of a man once hard and arrogant who, having undergone a serious operation, is by this means given a respite from death. He reviews his past life, and during the "time" allowed him—a period of about eighteen months, between the first operation and a second which ends in his death—he endeavours to redeem and ennoble his character that he may leave behind him a memory to be cherished by his relations and friends. One of the strongest and most successful of Mr. Morley Roberts' novels.
- THE ULSTERMAN: A Story of To-Day.** By F. Frankfort Moore. (*Hutchinson*.) 6s.
- A novel singularly apropos to the present time, emphasising as it does the grim determination of the Ulsterman. It is not, however, a political novel, but deals with the life and people of Ulster of to-day, as, apparently, they have never been treated before.
- UNTO CAESAR.** By Baroness Orczy. (*Hodder and Stoughton*.) 6s.
- The well-known author of "The Scarlet Pimpernel" has chosen Rome under Caligula as the period for her latest romance.
- GOLD.** By Stewart Edward White. Illustrated by Thomas Fogarty. (*Hodder and Stoughton*.) 6s.
- The author chooses California for the scene of his story of a gold-rush in the great days of Forty-Nine.
- LITANIES OF LIFE. LATER LITANIES OF LIFE.** By Kathleen Watson. (*Heinemann*.) 2s. 6d. net each.
- THE CIVIL WAR OF 1915.** By J. Twells Brex. (*Saint Catherine Press*.) 1s. net.

DRAMA.

- THE DRAWING-ROOM PLAYLETS FOR AMATEURS.** By Robert Arthur Dillon. (*Greening*.) 1s. 6d.
- THE TWO VIRTUES.** By Alfred Sutro. (*Duckworth*.) 2s. and 1s. 6d. net.

SOCIOLOGY.

- CLUB MAKERS AND CLUB MEMBERS.** By T. H. S. Escott. (*Fisher Unwin*.) 12s. 6d. net.
- A review of this book will appear shortly in a future issue.
- INTERPRETATIONS AND FORECASTS: A Study of Survivals and Tendencies in Contemporary Society.** By Victor Branford, M.A. (*Duckworth*.) 7s. 6d. net.
- WHITE SLAVES OF TOIL.** By W. N. Willis. (*C. Arthur Pearson*.) 1s. net.

SCIENCE.

- WIRELESS TELEGRAPHY.** By W. H. Marchant. (*Whittaker*.) 5s.
- "This book is intended primarily for the use of those engaged in the practical operation of Radio-Telegraph installations and for students who already possess knowledge of electrical science." Several of the chapters are devoted to the descriptions of the principal systems of Wireless Telegraphy; while the principal regulations and instructions of the Radio-Telegraph stations are given in extenso.
- PRACTICAL AND EXPERIMENTAL TELEGRAPHY.** By W. J. Shaw. (*Spon*.) 3s. 6d. net.
- A practical handbook for those who have already an elementary knowledge of electricity. Full details of Aerials, Condensers, Detectors, Inductances, etc., are given by the author.

TRAVEL.

- FROM THE THAMES TO THE NETHERLANDS: A Voyage in the Waterways of Zealand and Down the Belgian Coast.** Written and Illustrated by Charles Pears. (*Chatto and Windus*.) 6s. net.
- Four years ago Mr. Pears gave us enjoyable reading in his book, "From the Thames to the Seine," and now he tells us of the voyage of a man and a boy, who, being anxious to cast off all restraining things, cooked and did everything for themselves. They journeyed among the Waterways of Zealand in a ship called the *Rose*; and those who read this book will appreciate the light-hearted spirit of it, as well as its admirable illustrations.
- ITALIAN YESTERDAYS.** By Mrs. Hugh Fraser. (*Hutchinson*.) 6s.
- Mrs. Hugh Fraser confines her book to Italy, where she spent her early youth. Her love for it will be at once felt in the chapter entitled, "Spring Days in Rome," in which she takes particular delight in old Italian gardens. While there are, perhaps, too few personal reminiscences, the stories she tells deal mostly with such characters of Italian history and myth as St. Peter and St. Paul; Gratian, the boy Emperor; St. Cecilia; Alaric the Visigoth; the Man of the Iron Mask, Lucrezia Bellini, notables of Verona and Venice; Marco Polo and Carlo Zeno. For her version of the mystery of the Iron Mask, Mrs. Fraser has relied upon the solution of Funck Brentano, who has identified the world-renowned prisoner of Louis XIV. with Mattioli, the favourite of Duke Charles of Mantua.
- KULU AND LAHOUL.** By Lieutenant-Colonel the Hon. C. G. Bruce. (*Arnold*.) 12s. 6d. net.
- Colonel Bruce's latest book is an interesting narrative of his six-months' wandering and mountaineering in the delightful districts of Kulu and Lahoul, which lie to the north of Simla. He was accompanied by a Swiss guide and a brother officer.

- A CLIMBER IN NEW ZEALAND.** By Malcolm Ross, A.C., F.R.G.S. (*Arnold*.) 15s. net.
- An intrepid and persevering climber, Mr. Malcolm Ross, formerly Vice-President of the New Zealand Alpine Club, and author of "Aorangi," "In Tuhoe Land," etc., in this, his latest book, not only relates the conquest of Mount Cook, but gives a descriptive and historical account of the New Zealand mountains, as well as vivid descriptions of the charms of the landscape and the scope that its peaks would afford to any of those mountaineers who may have come to the end of their endeavours in the European Alps.

HISTORY.

- THE HISTORY OF ENGLAND.** From the Accession of James the Second. By Lord Macaulay. Edited by Charles Harding Firth, M.A. With Illustrations. In Six Volumes. Vol. II.
- A review of Vol. I. appears on Page vi. of this Supplement.
- MY DAYS OF ADVENTURE.** (The Fall of France, 1870-71.) By Ernest Alfred Vizetelly. (*Chatto and Windus*.) 7s. 6d. net.
- A review of this book will appear shortly in a future issue.
- MEN AND WOMEN OF THE ITALIAN REFORMATION.** By Christopher Hare. (*Stanley Paul*.) 12s. 6d. net.
- "The story of these Italian Protestants has proved most absorbing—full of adventure, of heroic deeds, and too often of tragedy. We see the most highly gifted, the noblest in character and intellect of the sons and daughters of Italy in the sixteenth century, strongly drawn towards the doctrines of the Reformation. . . . They are marked down by the Roman Inquisition, and the end is only a question of time."

BIOGRAPHY.

- NOTES OF A SON AND BROTHER.** By Henry James. (*Macmillan*.) 12s. net.
- A book of an autobiographical nature—following on the record of his own childhood, entitled "A Small Boy and Others," of which a review will appear in a future issue.
- OUIDA: A Memoir.** By Elizabeth Lee. (*Fisher Unwin*.) 10s. 6d. net.
- Elizabeth Lee's first article on Ouida appeared in the second Supplement of the "Dictionary of National Biography." From this the idea arose that she should write a more extended biography. She traces in this book the story of Ouida's life from her childhood to her first coming to London, where she began to publish stories under the auspices of Harrison Ainsworth, and attained the height of her popularity; the account of her many years' residence in Florence; and, finally, her death at Viareggio.

- RICHARD CORFIELD, OF SOMALILAND.** By H. F. Prevost Battersby. (*Arnold*.) 10s. 6d. net.
- A eulogistic account of the life and character of Richard Corfield, the gallant young officer whose death in action in Somaliland aroused so much controversy.

- RECOLLECTIONS OF SIXTY YEARS.** By the Right Hon. Sir Charles Tupper, Bt., G.C.M.G., C.B. (*Cassell*.) 10s.

- Is a book written by the oldest living statesman in the world, who has held high office in Canada.

- THE ROAD.** By Jack London. (*Mills and Boon*.) 1s. net.

- Probably few people realise that the author of "The Call of the Wild" and many other publications, including his latest success, "The Valley of the Moon," spent part of his life as a tramp in America. His experiences on "The Road" are described in the present volume, of which perhaps the most interesting part is the description of the dangers of travelling on the "platform" of a train without a ticket, and the hardships of prison life while he was "doing time" for vagrancy.

- THE TRUTH ABOUT AN AUTHOR.** By Arnold Bennett. (*Methuen*.) 2s. 6d. net.

- A frank account of the milestones on the author's road to literary fame. Mr. Arnold Bennett is an egotist who has no delusions about his own powers; and his experiences with publishers, editors, reviewers, and readers are told with the humour that characterises his work.

- THE LIFE OF SIR FREDERICK WELD.** By Alice, Lady Lovat. (*Murray*.) 15s. net.

- The fascinating account of the career of an Empire-builder, Sir Frederick Weld, who went out to New Zealand as a squatter in the early days of the colony. He drove the first flock of sheep ever introduced into New Zealand. Eventually he went into politics, became Premier, and after his resignation was offered the Governorship of Western Australia. His success in this office was so marked that he was afterwards made Governor of Tasmania, and, following this, of the Straits Settlements. Sir Hugh Clifford contributes a preface which gives, in a short space, a wonderful sketch of his former chief.

LAW.

- A HISTORY OF PENAL METHODS: Criminals, Witches, Lunatics.** By George Ives, M.A. (*Stanley Paul*.) 10s. 6d. net.

NATURAL HISTORY.

- ODD HOURS WITH NATURE.** By Alexander Urquhart. (*Hutchinson*.) 5s. net.

- ANTARCTIC PENGUINS: A Study of their Social Habits.** By Dr. G. Murray Levick R.N. (*Heinemann*.) 6s.

GARDENING.

- ROCK GARDENING FOR AMATEURS.** By H. H. Thomas; assisted by S. Arnott. (*Cassell*.) 6s. net.

- A practical guide, setting forth in a simple manner a great many hints for the ever-increasing numbers of amateur rock-gardeners.

- THE HORTICULTURAL RECORD.** Compiled by Reginald Cory. (*J. and A. Churchill*.) 12 2s.

- Consisting of coloured and half-tone reproductions of the most interesting and valuable flowers, plants, shrubs, groups, and rock gardens exhibited at the Royal International Horticultural Exhibition, 1912; accompanied by contributions on the progress of horticulture since the first great International Horticultural Exhibition of 1860.

- THE WEEK-END GARDENER.** By F. Hadfield Farthing, F.R.H.S. (*Grant Richards*.) 3s. 6d. net.

- A companion to "Saturday in My Garden," and a practical guide to the work of every week in the year, with special reference to favourite flowers and vegetables easy of cultivation.

- MY GARDEN IN SPRING.** By E. A. Bowles, M.A. (*T. C. and E. C. Jack*.) 5s. net.

- Mr. Bowles gives his readers definite knowledge about the plants he mentions. He makes them feel that they are not only learning to know each plant, but also that the plants are well worth the knowing, for there never was a city peopled with more interesting inhabitants than this garden of Mr. Bowles'.

N.B.—The short notices of the individual books given on this page are merely descriptive, and further reviews may be published in a future issue.